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June 2010 \$3.95

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On the cover: 2009 NETRA Hare Scrambles Champion Jim Senecal making a big splash at the Spring Challenge hare scrambles last March. It's a new season! Photo by Jeff Hockenberry.

June 2010
Volume 40 Number 6

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Published in the USA by

UNEXPECTED
C O M P A N Y

The advertising deadline
for the July 2010 issue
is June 20, 2010

OLYMPUS
OFFICIAL DIGITAL CAMERA OF TRAIL RIDER MAGAZINE

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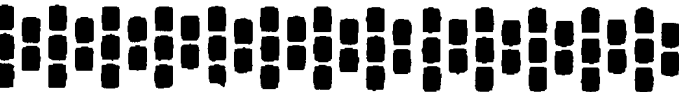
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Warning: Anyone looking for edification and enlightenment in this little box of type is bound to be sorely disappointed when all they get is obfuscation instead. Personally, we eschew obfuscation, and are unabashedly obsequious in our constant quest for clarity. Beyond that, we advise you to take great care with your dirt bike riding, be safe and sure of what you're doing. No room for obfuscation here! Wear all sorts of protective gear and stay out of places you don't belong, and run the quietest muffler you can find, regardless of price. Noise, man, that's the issue. Too much noise, not enough toys. See ya.

Trail Rider Magazine (ISSN 0892-3922) is published monthly at 47 Winchester Road, Richmond, NH 03470. Subscriptions are available from Trail Rider Magazine, P.O. Box 497, Winchester, NH 03470, at \$25 U.S. per 12 issues (one year). Canadian subscriptions are \$53 U.S. yearly. Copyright © 2010 by Unexpected Co. All rights reserved. No advertising or editorial matter in this magazine may be reproduced for distribution without written permission by the publisher. Contributors: Articles and event photos are welcome, although we assume no responsibility for unsolicited materials. Unless special arrangements are made in advance, all published materials become the sole property of Trail Rider. Periodicals postage paid at Winchester, New Hampshire, and additional mailing offices. POSTMASTER: USPS 850-200. Send address changes to Trail Rider Magazine, P.O. Box 497, Winchester NH 03470.

Business Info

Subscriptions: Subscriptions are available from Trail Rider Magazine, P.O. Box 497, Winchester, NH 03470, at \$25 U.S. per 12 issues (one year). Canadian subscriptions are \$53 yearly, in U.S. funds. We're not selling overseas subscriptions any more. To pay by credit card or Paypal log onto www.trailrider.com or call 800-426-4214. At the online address you can pay with an E-check as well as credit cards or Paypal. You can also renew your subscription online.

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Back Issues: A limited number of back issues are available from various years of Trail Rider. Learn about back issues from www.trailrider.com or call 800-426-4214, 9:00 a.m. to 5:00 p.m. weekdays. Don't use the shotgun approach and tell us to "send all the mags with XR400 tests" or we'll have to disappoint you. (Hint: We never had an official XR400 test bike).

Address Changes: If you don't want to miss an issue, let us know in advance of your move, so we can update our files before we mail your magazine into the ozone. The P.O. is supposed to forward magazines if you tell them to, but they don't do it in a hurry.

Newsstand Sales: You won't find Trail Rider in any convenience stores. You can get Trail Rider in some motorcycle shops, and some day we plan to print a list of them. Shops can sell Trail Rider easily. We'll sell you a minimum of six issues (non-returnable) at a price you won't lose money on, and we'll pay shipping. Call us.

Advertising: Retail advertisers are strongly encouraged to get in touch with us if you want to advertise in the Northeastern market, because we've got a dedicated, faithful readership of about 5,000 hardy souls, and the number is growing steadily every month. Besides that we like to eat, as we explained above. Advertising is what keeps this rag alive, and we appreciate your business.

Contributors: We pay \$50 a page for copy, and \$10 each for photos on assigned race reports. We don't pay anything for fiction or travel pieces, but we'll spell your name right. Call us and we'll talk about it. Better yet, send an e-mail.

Yankee Trader: Subscribers can advertise their bikes for sale free in Yankee Trader. Just write it down and mail it in, don't call us with it. Thanks!



Last Over

by Paul Clipper

The Old Days

All this writing about forty years ago for Trail Rider magazine has gotten me to thinking about what in the world I was doing 40 years ago. It's easy to recall. In 1970 I was in my third year of high school, just starting to figure out how I could manage to live through one more year without flunking out completely. No, I was not a good student. I was one of the worst—leave the record at that, and we won't go into details. The only effective schooling I had came by accident. I loved to read, and had been reading since I taught myself how (this is what I'm told) in a jealous rage over my sister being able to read and me not. I believe I was four when I started trying. I had vast experience in letters and words in school, but I didn't care for any of the rest of it. So it goes.

I remember in the spring and summer of 1971, my local friends, who were almost all older than me, suddenly got into motorcycles. And I'm not sure why. I wasn't part of the decision making; all I knew is that two close friends suddenly turned up with dual-purpose

bikes. I vaguely recall there was a Yamaha AT-1 and Suzuki TS-250 Savage. Later on, my friend Roger got a Honda XL500. My best friend, a guy we called "Supe," had the TS-250, and he let me learn how to ride on it.

It was quite an experience. The TS-250 was indeed "savage," just as the name implied. I started out the usual way, I'm sure; first learning how to balance and stay upright, without attempting to shift out of first gear for each lap of the sand pit. After a few weeks, I could manage shift/clutch/brake, all of that, and that's when the shortcomings of the Savage came to light. I don't think the Yamaha was better by one bit, but the Suzuki was most comfortable laying on its side. There was a kind of motocross track in the pit, and we would race from turn to turn, and I thought that the essence of dirt bike riding was to go as fast as you could in the straights—hopefully pull a fine power wheelie—and then try not to fall down in the turn. Because as soon as you would try to steer the Suzuki into the turns, it fell. Unless you really, really did it right. Thinking about it

now, that may have been some of the best riding training I ever received.

Long about that time, motorcycle magazines started showing up at Supe's house. I remember seeing Cycle magazine, maybe Cycle Guide, maybe some others. Dirt Bike magazine was just starting in June of 1971, and I do believe we bought some issues of that. New England Trail Rider, at the time, was exclusive to New England, and since we lived in New Jersey, we rarely saw it. Not "never;" I'm sure I saw one or two of them. All the magazines of the time were valuable to me. I absorbed them like a dry sponge, and learned a great deal very quickly.

All that knowledge came in handy when it came time for me to stop punishing my friends' bikes and get one of my own. This was a sticky situation in my house, because one prominent feature of my father's history was an altercation between him on a Harley and the back of a city bus, a little mix-up that put him in the hospital long enough for him to form a rather unsympathetic attitude towards motorcycles in

general. Something about riding them in the dirt being way different from riding on a city street must have convinced them that I wasn't going to immediately wind up in an Iron Lung; and though I never really had their blessing I wasn't immediately forced out on my own.

Anyhow, all that good magazine knowledge had convinced me to get a real dirt bike, not a street/trail bike with the blinkers removed. So somehow I found someone selling a 1970 fiberglass-tank Penton 125, and that became my first bike. I remember some of our friends were "communing" on a farm out in the country, so I took the Penton out there and rode it for the first time. It seems so silly now, since vast improvements in dirt bike technology make those old bikes seem like the most evil-handling wrecks you could ever imagine, but that Penton opened my eyes up wide the first pass through the cornfield. On the Penton, I could lean the bike down into a turn—and not fall down!

It was outrageous. I'd never ridden a bike like that. There was no lean angle, until the footpeg dug into the ground, where that bike would suddenly drop out from under me, as the Suzuki would every time. It was such a shock! I remember I rode right back and parked it, sat on the trailer and stared at the Penton for a while, trying to catch my breath. How in the world could this green bike handle this good, when it looked so similar (in my eyes) to the beastly Savage? I suppose I turned some sort of corner right there and then, but I wasn't aware of it at the time. I just wanted to ride!

The Penton was an outrageously good handling machine, but for some reason I couldn't keep connecting rods in it. Yes, I knew about mixing oil with the gas, and I did. I used Hi-Point oil, in the can. But the Penton spent a lot of its time broken, and who could afford \$35 every time I had to have the mechanic put in another connecting rod?

The Penton was soon replaced with a Puch 175GS. A guy I'd met riding was a Puch dealer in a neighboring town, so it was a natural choice. I bought the bike brand new. Took it out to an unfamiliar "private" riding area for the first ride, hit a mound of dirt and went over the bars so fast I never knew what hit me. It's a small miracle I didn't break my neck. Maybe I did, who knows? I know it hurt for a long time; but the experience wound up teaching me a lot about suspension and springs and such, and eventually I had that Puch working good enough to start my enduro riding career. I think by now it was early 1973.

I could go on, but that was the beginning of all this. I didn't go to Woodstock because I wanted to ride that weekend. I didn't go to the Six Days in Dalton, because I wanted to ride instead of watch. I didn't do a lot of things, because riding took priority. The Puch went away when my head was turned by a brand-new Penton 175 Jackpiner, and I rode lots of enduros.

Then, in 1976, I moved to California and got into the motorcycle business, and things took off from there. Maybe one of these days I'll have to write a book. I know, looking back, I

never would have guessed I was enough of an enthusiast to follow the path I've taken, but I guess there was more at stake than simply motorcycles. Dirt bikes were the catalyst, not the main ingredient. Dirt bikes gave me a once in a lifetime chance to go to California and see if I could fake my way into making a hobby into a career. It almost didn't work, when the first magazine I worked for folded almost immediately, and I had to work at a couple other jobs before the second golden opportunity presented itself. That was the job at *Dirt Bike* magazine, and that started everything you see today.

Since then I've been around the world on motorcycles. I've ridden in just about every state in the U.S., and traveled to something like 16 foreign countries pursuing this sport, some multiple times. I've done so much, learned so much, and met so many fine people along the way that it boggles the mind. And it all happened because some friends of mine bought some bikes, forty years ago or so, and I accidentally got involved.

That was the start, but the real enabler in this history are folks like you, who, just like me back in the olden days, pick up a magazine and get excited by what you read there. And by doing that, you encourage the few of us in this business to keep going and actually make a living of sorts spreading the good word. Have I thanked you all for that lately? No? Well, really, and from the bottom of my heart, thanks for everything you've done to help allow me to live the life I've lived, so far. I owe it all to you! ↑

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12:00 Noon - Tikes on Bikes
1:00pm - 4-6 & 7-8 GI (1hr)
3:00pm - PeeWee (1hr)
5:00pm P/Bike Championship
Sunday:
8:30am - Youth (1-1/2 hrs)
11:00am - C Split (1-1/2 hrs)
1:30pm - Main Event (2 hrs)
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Sunday - 7:00 AM to 1:00pm

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Trail Rider

June 2010

5



CheckPoint

by Rick Sieman

A List of Don'ts

(Half of this stuff is silly. The other half is very useful information. It's up to you to figure out which is which.)

Over the years, I have acquired a vast pool of knowledge, some of it useful. For the good of mankind, the following list of helpful information is presented. Use it wisely.

- Do not chase rabbits, unless you are a male rabbit pursuing lady rabbits. They will leave you in their dust easily, and laugh at your futile efforts in their burrows after you leave the area.
- Do not wait to get the gas in the morning when you go riding, because as sure as death and taxes, the only station on the way out of town will be closed for some obscure reason.
- Do not eat spicy hot Mexican food the night before you go racing. Trust me on this one.
- Do not go racing with new boots.
- Do not take your new girlfriend to the

races to impress her. This will just about guarantee a wretched day of racing, and you will make a fool of yourself. Chances are also very high that you will get a painful injury (like a busted toe) and she will have to drive you home, while you sit in the passenger seat and moan. Not a good way to start a relationship.

- Do not go trail riding with a large number of friends from work whom you've never ridden with before. This is an absolute lock on a truly miserable day, as you spend most of your time trying to make an ancient Suzuki 185 Duster (owned by the guy from shipping) try to run.

- Do not rely on your wife to wake you up in the morning when you want to go riding. In fact, don't even rely on your alarm clock. The only way to assure that you are up in time in the morning is to use the legendary Indian Alarm Clock. It works like this: You drink a

whole bunch of water—like ten or 12 glasses—right before you go to bed. This way, you will be up waaaaay before you need to be.

- Do not ask your wife or girlfriend to adjust the passenger-side rear view mirror so you can see the traffic behind you as you drive out to the races. While women can become rocket scientists, brain surgeons and jet pilots, they are incapable of adjusting mirrors to your satisfaction. No matter what system you use (up, down-no, to the right—a little bit left, move it to 3:30 now just a hair toward 9 o'clock), nothing will work. You are far better off getting in and out of your vehicle a half-dozen times, if need be, rather than start a raging argument and an eventual torrent of tears.

- Do not stuff your sweaty shorts and socks into your gearbag after a day of riding. You will forget them, and the next time you open your bag, the stench will often be strong

enough to stun a medium-sized wart hog.

- Do not put large amounts of baby powder in your socks before you go riding. It will absorb moisture and turn into a clay-like substance, which you will be forced to extract from between your toes with a screwdriver.

- Do not try to clean goggle lenses with plug and contact cleaner. It will melt the surface of the plastic and leave it with the same optical qualities as a piece of taffy.

- Do not lend your helmet to anyone else. It will come back to you all sweaty and soggy, and scratched as well.

- Do not wash your kidney belt in the washing machine with large, fluffy towels. The belt will come out looking like a wide swatch of cotton candy with a zillion loose threads stuck to the Velcro.

- Do not drink coffee before a race. You will have to stop alongside the course halfway through the event to answer the call of nature, and while you do this, a whole bunch of people will pass you and wonder why you were so stupid.

- Do not leave any tool you own at home. If you do, that's the one tool you absolutely will need while out riding.

- Do not lend any tools to anyone at the track. Chances are a solid 4:1 against recovering the tool, even if your brother borrowed it.

- Do not try to get "just one more ride" out of that old sagging chain. You will be pushing back.

- Do not lend your pen to anyone in the sign-up line. You will never see it again.

- Do not be among the first group of riders to head out for practice on a muddy track. All you will learn from the experience is how to clean a bike with paper cups filled with water and one tiny red shop towel.

- Do not follow anyone too closely who is wearing a tank top and sporting a "Born To Lose" tattoo.

- Do not even try to fit into some old riding pants you found from ten years ago. Fat chance. Literally.

- Do not put a candy bar in the pocket of your enduro jacket. It will melt right around noon.

- Do not attempt to walk up an aluminum loading ramp on a hot day in your bare feet.

- Do not offer to take your dorky next door neighbor out to teach him how to ride dirt bikes. He just might take you up on the offer. In fact, he will!

- Do not try to ride an enduro using a wrist-watch strapped to your handlebars as a time-keeping device.

- Do not wash your bike first and then spray chain lube on the chain. Spray the lube first to keep water out of the pins and rollers, then wash the bike.

- Do not leave your fuel petcock on. Even if it never leaked before, it will.

- Do not trust anyone who says "radical!" more than once in a conversation. In fact, be suspicious if he says it once.

- Do not sell your vintage bike. ↑

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National Trials in Rhode Island

The Rhode Island Trials Club would like to invite you to their National Championship event on the weekend of June 19 and 20. Come to southern Rhode Island and spend an afternoon watching the top trials riders from North America perform the most amazing motorcycle riding you could ever imagine. We were there for the World Trials rounds back a few years ago, and it was awesome.

About 100 riders from all corners of the US and Canada will be competing in the Rhode Island event, and the action promises to be spectacular. A shuttle bus and a spectator trail through the woods will allow you to watch riders compete over a variety of terrain, and you will always be close to the action.

Riders start from the Stepping Stone Ranch on Escoheag Hill Road, which sits on the edge of Arcadia State Park in picturesque southern Rhode Island. The ranch is just north of Route 165, which runs from Voluntown, Connecticut, due east into Rhode Island and through the center of the park. Scenic biking roads that run south through Connecticut into 165 include Route 169 and Route 49. Once you arrive at the event, the Rhode Island Trials Club will be providing plenty of parking, and a special area is being set aside for street motorcycles. The event starts at 9:00 a.m. and will continue until about 3:00 p.m. Food and drink will be available in the pit area. Admission is \$15 for Saturday or Sunday; a weekend pass is \$25.

At the end of the day you're invited to kick back at the Blackwater Tavern, just south of 165 on Route 3 in Rhode Island, where motorcyclists are always welcome. For more information see the club's web page at www.ritrialsclub.com or email trialsriders@hotmail.com.

Steg Pegz

This is an odd new product from Australia that makes more sense the more you examine it. A set of Steg Pegz on your bike give you more friction higher up on your boots, which allows you to "hold on" with

your legs better. The inventor of Steg Pegz came up with the idea as a possible way to help reduce arm pump, and he says it was a huge success. The Pegz do not attach to your boot in any way, all they do is give a sticky rubber surface for you to grip easily. When they are not needed, we are told that the Steg Pegz are almost unnoticeable. It seems like a good idea, especially for aggressive competition riders. They are made to fit KTM's and just about every other dirt bike



made. Steg Pegz are being distributed in the U.S. by BRAP!, at www.brapoffroad.com, or by phone at 717-285-7873.

Charity Ride

This is the month for the annual New Hampshire Classic Charity Ride, happening in Loudon, New Hampshire, on the weekend of June 5-6. Now, our offices and home are in New Hampshire, and up here this is the event of the year. People who do not trail ride for the rest of the year make an exception for this weekend and work their buns off getting a bike together for this one event. It's crazy to witness, but it's true. What's the appeal? Well, you can ride a big adventure bike on a dedicated course, you can take the real adult trail-ride-which is two days of very serious off-road amusement, and you can bring your kids and sign them up in the Kids' Classic, where they are spirited away to their own legal riding area and watched over by a great group of chaperones while you ride the adult ride. You can camp right on the site, you might be able to watch some local road racing at the same time, and it's all for a good cause. Every dime collected at the event goes towards finding a cure for Cystic Fibrosis, and in the past decade we've raised

much more than a million dollars for that fine charity. Great ride, epic event. There's an ad on page 27 of this issue, and it's coming up fast so check it out and see you there!

Shane Watts School

While in town for the annual Sandy Lane enduro last month, we stopped by our old friend Ron's house in New Gretna, NJ, and walked right into an ongoing Shane Watts Dirtwise riding school. Wattsy was there schooling the troops, looking none the worse for wear since his retirement from professional level racing. Actually, he looks good, looks happy with what he's doing. "I like to ride, that's all," he told us. "I love to ride! And I hate to race. Back in the old days, Clipper, back when you were coming to the GNCC's all the time, that was the last place I wanted to be. I did everything I could to try to stay interested, but that was not where I wanted to be. Yeah, I was good at it, but here at a school I get to hang out with other riders and pass on some of my knowledge and I'm having a great time. What could be better than that?"

We didn't have a good answer to the negative. Everybody there seemed to enjoy the school, and there's no reason you can't too. Go online to www.shanewatts.com and check out Wattsy's school schedule, and while you're there you can take in a video or two and learn more about his riding videos too. He's a good guy, you'll like him.

Carlsbad USGP 1980: The Movie

Marty Moates "One Day of Magic" comes to the big screen on the 30th anniversary of the race. Todd Huffman, producer of the popular Motocross Files television series, is in the final stages of wrapping up his latest and perhaps most important project of his career: Carlsbad USGP 1980: The Movie. The movie will premier on

Tuesday, June 22, 2010 at the historic 1,500-seat Spreckels Theatre, located in the heart of downtown San Diego. The premiere will be exactly 30 years to the day of Marty Moates' historic ride that took place on June 22, 1980.

Huffman and his Fullerton, CA based production staff at Pipeline Digital Media have labored for the past two years on the documentary movie that documents a significant milestone in American motorcycle competition. The movie also chronicles the coming of age for a young, relatively unknown San Diego privateer motocross racer, Marty Moates.

"I have had a great opportunity to work with the legends and heroes of motocross racing while making this film and I can't think of any project that I've ever been more excited to share with an audience," said Huffman. "The annual Carlsbad USGP motocross races were legendary. When you consider that a local rider like Marty Moates goes out and beats the fastest, most talented riders on the planet aboard his privateer Yamaha, you begin to appreciate just how special the story is."

The USGP in Carlsbad ran from 1973-1986. It was televised live on ABC TV's Wide World Of Sports program and became the most-watched motorcycle race in history. "1980 was the heyday for American motorcycling, dirt bikes and motocross racing, and thanks to ABC and the Wide World of Sports, the USGP became an incredible spectator event that every racer wanted to claim," Huffman added.

Okay, that's the press release text, but we want to jump right in here and tell you that-we were there! That's right,



Where to Ride

June 2010

6/5-6 NEOC The Cat Tail: Kenton, DE
6/5-6 Wiseco John Penton GNCC, Millfield, OH
6/5-6 CF Classic Charity Ride Dual Sport/Turkey Run
6/5-6 ECEA South Penn HS
6/6 WNYOA Hare Scramble, Lyons NY
6/12 WNYOA Hare Scramble, Elkland PA
6/12 NETRA King Phillip Jr Enduro
6/12 NETRA King Phillip Pee Wee Scrambles
6/12-13 ECEA Reading HS
6/12-13 OMA Whiskey XC, Clay City, KY
6/13 ECEA SJER Dual Sport
6/13 NETRA King Phillip Enduro
6/13 NETRA NY Tri State Hare Scrambles
6/19 NETRA Laurel City Jr Enduro
6/19-20 NETRA Hoosick Valley 2 Day Dual Sport
6/19-20 NATC Nat. Observed Trials, Exeter, RI
6/20 AMA National Enduro, Upton, WY www.racermec.org
6/20 WNYOA Enduro (Shotgun), Grier City PA
6/20 ECEA Shotgun Enduro
6/20 NETRA Laurel City Hare Scrambles
6/26 NETRA Meriden Pee Wee Scrambles
6/26-27 NEOC Rock Run: Patton, PA
6/26-27 Snowshoe GNCC, Snowshoe, WV
6/26-27 NATC Nat. Observed Trials, Cayuta NY
6/27 ECEA Green Marble HS
6/27 NETRA Rocktoberfast Enduro
6/27 WNYOA Hare Scramble, Berkshire NY
ECEA www.ecea.org
NETRA www.netra.org
GNCC www.GNCCracing.com
NEOC www.northeastoffroad.org
AMA www.nationalenduro.com
OMA www.omanationals.com
WNYOA www.wnyoa.net

Clipper was there to watch Moates beat 'em all, and he's another guy who definitely wants to see this video. Back to the press release...

One of those eager to revisit the past is the legendary promoter of the classic race, Gavin Trippe. "Anyone who didn't get to see these epic battles and the amazing coverage ABC shot, this is a historic moment frozen in time, even for myself. Marty's spectacular win sent the fans crazy that day!"

Tickets for the Carlsbad USGP 1980: The Movie premier are \$20 each or \$30 per pair. A commemorative 1980 USGP program is even included with the ticket price. Check it out at <http://resmarket.com/carlsbad/pages/movie.html>.

Motion Pro Tire Station

Here's a new thing from Motion Pro that looks pretty cool. The Motion Pro Tire Station gets your wheel up high, where you can change the tire without killing your back. Even better, it holds your 5- to 10-gallon air tank so you can air-up right there when you're done. Perfect to take to the races. It'll fit an air tank 14.5 to 24.5 inches in length, we're wondering if you could take a small horizontal-tank electric air compressor and jimmy it in there somehow. Probably not, but



that'd be a cool arrangement for your shop if you could. Still, it's got a powder-coated finish, it'll work with or without your tank installed (tank not included) and like we said, it'll make your back feel better. Suggest retail is \$124.95, see it at motionpro.com or call them at 650-594-9600 and definitely tell them Trail Rider told you to call!

Sidewinder Videos

Speaking of videos, we just watched something pretty cool on YouTube. Vic Krause, a.k.a. "Mr. Know it All," is finally stepping out of the closet and into the video revolution, as Sidewinder uploads a series of informational videos onto the popular video regurgitation site. We saw a video explaining how to align your chain easily, and one on the proper way to use Sidewinder's SS51 synthetic chain lube. Another one was being constructed on how to measure the amount of wear your chain is suffering. "We believe we're at the peak of the wave," the always humble Mr. Krause was quoted as saying. "We're doing something online that no one else is doing, we're addressing a subject that hasn't even been touched yet. We're not too sure about that, but we know the videos were entertaining and informative-there is no doubt that Mr. Know it All has acquired a wealth of knowledge about chains and sprockets in his decades in the business, and he's trying to pass on the information. Search YouTube for Sidewinder Sprockets, or even go to

www.sidewindersprockets.com and see if they've figured out how to get the videos up on their home site. Fun stuff.

New Husky 450

Early photos from Europe this month were released, and they are said to be shots of a new Husky 450 being tested in Italy. The new bike is obviously a motocrosser, but it is said there will be a cross country and a street legal enduro version. Proposed features include: BMW EFI engine, w/electric start, Kayaba Suspension, all new frame/swingarm with concentric axle traction system, linkage system on top of swingarm, fuel tank under the seat, and dramatic new styling with in-mold plastic and one piece radiator-side panel-rear number plate. When? Who knows? ↑



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COOLING THE BURNS

Wet weather continues to keep the trail soggy in South Jersey

Sandy Lane Enduro

Green Bank, NJ 3/21

Round two of the ECEA series was Round 73 for the Meteor Motorcycle Club. That is, the 73rd running of the Sandy Lane enduro. That's right, 73 years; the event started in 1934 and save for a year or two off during WW2 it's been running strong ever since. Some say the club still runs the same trails, but it's not true. The trails back then were tougher, and many of them were underwater. Can't use underwater trails any more, so the unfortunate contestants have to do without. Or are they "fortunate?"

I know there used to be a place called Pope Branch Swamp that the course used to meaner through, and it was a nasty place to hang out. Stuck, drowned-out bikes littered the "trail" through the swamp; though it was more like a ragged swath through the swampy woods rather than any proper trail. And keep in mind, back then a Harley Davidson wasn't an unusual bike at an enduro.

There were no Harleys entered this year, there also was no Pope Branch Swamp. The season had started the weekend before in New Lisbon, New Jersey, with a wet, wet Scrub Pine enduro. Sandy Lane happened in woods that were just as wet, though the club did a great job of anticipating where things might go bad and took pains to route around the worst possible places. Oh, if you were running a late number you probably found some holes to wallow in if you weren't careful, but the trail did start out in good shape.

We stood in one spot at the tail end of the second section and watched riders come through the woods. Initially, the trail was like any other—tight in mostly knee-high bushes and weeds, maybe a puddle in any low spots. Eight bikes through and the puddled spots were showing ruts. 36 bikes through and you had to be careful of your line selection. Fifty bikes through and the trail was getting wider! Savvy South Jersey riders know that there is rarely anything terrible off in the bushes, and that's where they go.



Jack Lafferty Jr. motors down a submerged road in the Curly Fern (photo: K. L. Taylor). Right: Andrew DeLong was the overall winner of the Sandy Lane.

Riders reported that aside from a little water here and there the trail was in good shape, with very few whoopededos. But, it was almost all tight trail. It was work sawing back and forth through the trees all day long, until finally a three-mile open section at the end allowed riders to stretch out and get a rhythm going. It was a good way to end the race, along with the customary refreshment stand at the finish.

Andrew DeLong continued his early-season run at the 2010 championship with an overall win with a 16-point card. DeLong actually tied runner-up Rich Lafferty who also carded a 16, but racked up more seconds at the tiebreaker checks.

Chase Compton rode in to the third overall slot with 18 points down. The top three riders were all on KTM.

Jamie Wright (KTM) dropped the lowest score in the A Veteran class with a 19-point card, and it was also the lowest A-class score, giving him the High Point A award. Another KTM rider, Richard Grate, scored the lowest B score with a 30, and took home High Point B; he did this riding in the B Veteran class. Joe Winkler was the top-finishing C rider, riding a KTM in the C Senior class.

Charlie Stapleford was the winner of the Golden Masters class, riding on minute 2A and finishing with 46 points; and Jack Lafferty Sr. won the Masters class with a 36.

Kudos have to be handed out to the members of the Interboro Gun Club, the club that graciously gives up their club house for the Sandy Lane. The IBC guys come out in force, and most of them spend the days cooking. There's a great feed Saturday night, and good food all day Sunday, from egg sandwiches



Past ECEA champ Mike Bradway was the overall winner of the Curly Fern. (photo: Russ Brown)

in the morning to venison sandwiches later on. Good stuff, and a great group of guys.

Big thanks to the Meteor Motorcycle Club for sticking with it all these years. It was a great ride, and if you missed it, you missed one of the best!

Curly Fern Enduro

Atsion, NJ 3/28

About 300 or so riders came out to test the waters of the 2010 Curly Fern enduro, and test the waters they did! Riders complained about too much timekeeping at the 2009 Curly Fern, so South Jersey Enduro Riders' (SJER) trail boss, Kenny Lee Taylor, obliged – well at least in the first half. The first check of the event was not until 28 miles – ground miles that is – and it was strategically placed just over an incline to catch riders who were having a good time zipping along down a woods road. Seems over 13 percent of the riders were caught by surprise with at least one minute burns.

The next two checks would make them start paying a little more attention to the art of timekeeping. The first half consisted of fire-cuts, woods roads, sand roads, and a little bit of trail at speeds of 18 and 20 mph. There were a few watered-out roads that kind of resembled small lakes – riders were strongly encouraged by SJER (and Wharton State Forest) to stay in the center as they rode through them. The riders obliged and made it through them just fine. The cool water would provide some first aid for the burns received



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The next sections continued with the riders on the throttle with an awesomely laid-out course. Once through a Start Control, the riders embarked into a “special test” piece complete with some deep South Jersey sand. After checking out, they were given free time to ride but a lot of them were being just a little bit too casual about their free time, since it was still at (Hello!) 30 mph! They soon found that it’s kind of hard to make your way through “moist areas” and arrive on time at the next check. Unfortunately, there were a lot of casual riders arriving late at that check! During the last section, the club treated the riders to a long road

| | | | | | | | |
|----------------------------|--------|----------------------------|--------|-----------------------|---------|-------------------------|---------|
| Sandy Lane Enduro | | 2. Keith Stuart | 24 Hon | 1. Kevin Fontanazza | 34 Yam | 4. Deron Cox | 115 Suz |
| Grand Champion | | 3. Robert Lapinski | 25 KTM | 2. James Flaherty | 49 KTM | 5. Joan Quelal | 122 |
| Andrew DeLong | 16 KTM | 4. Steve Aretz | 25 KTM | 3. Dave Johnson | 50 Yam | C Open | |
| High Point A | | 5. Michael Thorsen | 25 KTM | 4. Brian Burke | 87 | 1. Doug McCabe | 74 Yam |
| Jamie Wright | 19 KTM | A Veteran | | 5. R. Janiszewski | 88 KTM | 2. Shannon Bohince | 77 Hon |
| High Point B | | 1. Dan Stoppi Jr. | 20 KTM | B Open | | 3. David Stanwood | 104 Hus |
| Rich Grate | 30 KTM | 2. Wesley Becker | 22 KTM | 1. Evan Yarnall | 33 KTM | 4. Thomas Brown | 114 KTM |
| High Point C | | 3. Ed Hamilton | 26 Hus | 2. Danielle Libersan | 36 | 5. Merrill D. Harlan | 145 KTM |
| Joe Winkler | 56 KTM | 4. Jason Watkins | 27 KTM | 3. Glenn Keesey | 39 KTM | C Veteran | |
| AA | | 5. Christian Cotter | 28 KTM | 4. Chris Stonebrink | 39 KTM | 1. Rich Sr. Devito | 76 Yam |
| 1. Rich Lafferty | 16 KTM | A Senior | | 5. Chris Kirbach | 41 Gas | 2. Kevin Castellaneta | 97 |
| 2. Chase Compton | 18 KTM | 1. Jeff Kirchner | 23 KTM | B Veteran | | 3. Jon Derstine | 115 |
| 3. Jack Lafferty Jr. | 19 KTM | 2. Gilles Trepanier | 26 KTM | 1. Robert Kitchen | 30 KTM | 4. Michael Janocha | 132 |
| 4. Jeffrey Pasqua | 19 Yam | 3. Pat Emmons | 27 KTM | 2. David Meeks | 33 Yam | 5. Chris Prychka | 164 Kaw |
| 5. Michael Bradley | 19 Hon | 4. Kenneth Kasprek | 27 KTM | 3. Michael Faulkner | 40 Yam | C Senior | |
| A 200 | | 5. Jay Dean | 29 KTM | 4. Chris Giordano | 56 Hon | 1. Robert Schmidt | 65 KTM |
| 1. Tim Mettinger | 24 KTM | A Super Senior | | 5. Rob Hertz | 64 Hon | 2. David McIntyre | 79 KTM |
| 2. Martin Griff | 25 KTM | 1. Lou Green | 26 Hon | B Senior | | 3. David Evans | 89 KTM |
| 3. Pete Wright | 26 KTM | 2. Chris Fahan | 27 KTM | 1. Dirk MacFarlane | 35 KTM | 4. Michael Goetze | 111 KTM |
| 4. Scott Lavance | 29 KTM | 3. Bryan Krusman | 28 KTM | 2. Thad Gilder | 35 KTM | 5. Robert Ryan | 112 Hon |
| 5. Dan Bush | 30 KTM | 4. Ken Yankowski | 29 KTM | 3. Chris Boyer | 37 KTM | Masters | |
| A 250 | | 5. Clifford Tenney | 30 KTM | 4. John White | 39 Yam | 1. Jack Lafferty | 36 KTM |
| 1. Shane Phillips | 26 | B 200 | | 5. Marshall Rose | 41 Hus | 2. Larry E. Barnes | 40 KTM |
| 2. Josh Yanchocik | 26 Hus | 1. Marty Judge | 43 KTM | B Super Senior | | 3. S. Wolfersberger | 41 Hus |
| 3. Bob Kershaw | 29 | 2. Daniel Stewart | 43 KTM | 1. Kevin Koch | 36 KTM | 4. Jim Jenkins | 46 Kaw |
| 4. M. Schoeneberg | 30 KTM | 3. Kyle Fontanazza | 47 KTM | 2. William Franklin | 36 Yam | 5. Peter Parlett | 50 Hon |
| 5. Jim King | 30 KTM | 4. Merle Compton | 48 KTM | 3. Gerry Kurry | 37 KTM | Golden Masters | |
| A Four-Stroke Heavy | | 5. Damien Janocha | 53 KTM | 4. Bryan Patton | 37 KTM | 1. C. Stapleford | 46 KTM |
| 1. Kevin Sooy | 20 KTM | B 250 | | 5. Wayne Galvin | 42 | 2. Joseph D. Galie | 92 KTM |
| 2. Doug Allen II | 21 KTM | 1. Justin Linkowich | 36 Hon | C 200 | | 3. Paul Krummel | 84 KTM |
| 3. David Glenn | 25 Kaw | 2. Linus Howard | 38 KTM | 1. Nick Quinn | 56 KTM | 4. Robert Hoover | 0 Hon |
| 4. Mark Schleweis | 26 Yam | 3. Francois Matteau | 39 | 2. Lars Tuvsesson | 72 KTM | SM 600+ | |
| 5. Anthony Ezerkis | 34 KTM | 4. Ryan Bunty | 40 KTM | 3. James Lubiewski | 177 KTM | 1. Jack O'connor | 151 |
| A Four-Stroke Light | | 5. Mario Rossi | 42 KTM | C 250 | | Teams | |
| 1. Jarod Kulp | 23 KTM | B Four-Stroke Heavy | | 1. Timothy Hanning | 64 KTM | 1. DER #1 113 | |
| 2. Bill Gilbert | 28 Hon | 1. Martin Tomlajn | 38 KTM | 2. Wes Grube | 120 Kaw | 2. SJER Fast Ride 128 | |
| 3. Tony Hodgson | 31 KTM | 2. Devin Kellar | 39 KTM | 3. Steven Francisco | 144 KTM | 3. DER #2 134 | |
| 4. Mark Wronski Jr. | 36 KTM | 3. Fred Hollowell | 41 KTM | C Four-Stroke | | 4. MCI Team Shocker 144 | |
| 5. James Tevis | 38 Hon | 4. James Eaton | 42 KTM | 1. Bruce Mastine | 88 Yam | 5. CJCR Ugly #1 167 | |
| A Open | | 5. Jeff Marcucci | 45 Hus | 2. Roy Benson | 102 Hon | | |
| 1. Brian Williams | 21 KTM | B Four-Stroke Light | | 3. Jonathan Herr | 106 Hon | | |

| | | | | | | | |
|----------------------------|-----|----------------------------|----------------------|----------------------------|--------------|-------------------------|-----|
| Curly Fern Enduro | | A Open | 1. Bernard St. Amand | Hon | C 250 | | |
| Grand Champion | | 1. Jacob Williams | KTM | 2. Chris Paling | KTM | 1. Steven Francisco | KTM |
| Michael Bradley | Hon | 2. Al Switzer | KTM | 3. Jason Burfield | KTM | 2. Michael Budzinski | Suz |
| High Point A | | 3. Steve Aretz | KTM | 4. Devin Kellar | KTM | C Four-Stroke | |
| Brian Williams | KTM | 4. Rick Adams | KTM | 5. Martin Tomljaj | Hbg | 1. Noah D'Antonio | Yam |
| High Point B | | 5. Mike McHale | KTM | B Four-Stroke Light | | 2. Eric Githens | Hon |
| William Baker | Kaw | A Senior | | 1. William Baker | Kaw | 3. Michael Leo | |
| A 200 | | 1. Steven Larkin | Kaw | 2. Kevin Fontanazza | Yam | 4. Justin Fisher | KTM |
| 1. Timothy Mettinger | KTM | 2. Des Conboy | Yam | 3. James Flaherty, Jr. | KTM | 5. Patrick Tellier | KTM |
| 2. Ron DeCaro | KTM | 3. Jeffrey Kirchner | KTM | 4. Dave Johnson | Yam | C Open | |
| 3. Martin Griff | KTM | 4. Jay Dean | KTM | 5. Gary Zanolini | KTM | 1. Christian Donovan | KTM |
| 4. Pete Wright | KTM | 5. Marc Grossman | Kaw | B Open | | C Senior | |
| 5. Paul Chammings | KTM | A Super Senior | | 1. Chris Stonebrink | KTM | 1. Joseph Winkler, Jr. | KTM |
| A 250 | | 1. Ken Yankowski | KTM | 2. Evan Yarnall | KTM | 2. Paul Huberty | KTM |
| 1. Darren Schoeneberg | Suz | 2. Bryan Kruijsman, Sr. | KTM | 3. Marvin Scanland | KTM | 3. Kevin Lonergan | Kaw |
| 2. Raymond Powell | KTM | 3. Tom Gafgen | Yam | 4. Chris Smith | KTM | 4. Doug Shinn | |
| 3. M. Schoeneberg | KTM | 4. Wayne Fontanazza | Yam | 5. Matthew Pratola | Yam | 5. Paul Damurjian | Hon |
| 4. Mark Beauregard | | 5. David Scheumeister | KTM | B Senior | | C Veteran | |
| 5. Jim King | KTM | A Veteran | | 1. Dirk Macfarlane | KTM | 1. Rich Devito | Yam |
| A Four-Stroke Heavy | | 1. Ed Hutchinson | Hbg | 2. Chris Boyer | KTM | 2. Michael Janocha | KTM |
| 1. Doug Allen, II | KTM | 2. Dan Stopp, Jr. | KTM | 3. Malcolm Bohanon | KTM | 3. Edward Worszylo, Jr. | Suz |
| 2. Judd Callier | KTM | 3. John Oechsle | KTM | 4. Deuce Gibb | KTM | 4. Scott Wells | KTM |
| 3. Nate Callier | KTM | 4. Glenn Cordova | KTM | 5. Vince Monks | KTM | 5. Michael Ofsanko | KTM |
| 4. Dave Glenn | KTM | 5. Jamie Wright | KTM | B Super Senior | | Golden Masters | |
| 5. Robert King | KTM | B 200 | | 1. Bryan Patton | KTM | 1. Charles Stapleford | KTM |
| A Four-Stroke Light | | 1. Kyle Fontanazza | KTM | 2. William Franklin | Yam | 2. Joe Galie | KTM |
| 1. Jarod Kulp | KTM | 2. Martin Judge | KTM | 3. Gerry Kurry | KTM | 3. Jack Mitchell | KTM |
| 2. Bob Bennett | Hon | 3. Damien Janocha | KTM | 4. Kevin Koch | KTM | 4. Robert Hoover | Hon |
| 3. Bill Gilbert | Hon | 4. Zack Huberty | KTM | 5. Rich Little | Hus | Masters | |
| 4. Rob Comber | Yam | 5. Chris Green | KTM | B Veteran | | 1. Jim Jenkins | Kaw |
| 5. Jake Dennis | Hon | B 250 | | 1. Steve Burke | KTM | 2. Jack Lafferty, Sr. | KTM |
| AA | | 1. Ryan Bunty | KTM | 2. Rich Gate | KTM | 3. Larry Barnes | KTM |
| 1. Jack Lafferty, Jr. | KTM | 2. Chris Semus | KTM | 3. Brad Rawlins | KTM | 4. Peter Parlett | Hon |
| 2. Dane Schoeneberg | Yam | 3. Marty Sprecher | Hon | 4. Ian Wolfe | KTM | 5. Scott Wolfersberger | Hus |
| 3. Derek Gaunt | KTM | 4. Ash D'Antonio | Yam | 5. Christian Giordano | Hon | Women | |
| 4. Jeffrey Pasqua | Yam | 5. Ed Fisher | Hon | C 200 | | 1. Katherine Hehl | Suz |
| 5. Joseph LaManna | KTM | B Four-Stroke Heavy | | 1. Valdis Sustko | KTM | | |

expert second half engineers/trail crew, in an effort to preserve the integrity of the state forest and raise the riders from wet areas, built a

Specialty class competition saw Delaware Enduro Riders' Charles Stapleford take first place in the Golden Masters class; CJCR's Jim Jenkins in the Masters class and Katherine Hehl took the gold for the Women's class by making it as far as check five. Michael Budzinski, #69C in the C-250 class should be commended on his finish without houring out – his score: 434! Delaware Enduro Riders took bragging rights (and we're all sure they will do a lot of bragging) for taking first place in the ECEA team competition. ⬆

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Saturday:
 11am Tutor Time (Oil Injected Only)
 12:00 Noon - Tikes on Bikes
 1:00pm - 4-6 & 7-8 Cl (1hr)
 3:00pm - PeeWee (1hr)
 5:00pm PR Bike Championship
Sunday:
 8:30am - Youth (1-1/2 hrs)
 11:00am - C Spite (1-1/2 hrs)
 1:30pm - Main Event (2 hrs)
SIGN-UPS:
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 Sunday - 7:00 AM to 1:00pm





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NORTHEAST OFFROAD CHAMPIONSHIP SERIES

NORTHEAST OFFROAD CHAMPIONSHIP SERIES

THE CHALLENGE!

No free lunch in Freetown

Round two of the NETRA hare scrambles series was held at the venerable Demoranville Farm in Freetown, Massachusetts. Anyone who’s been part of the NETRA series for even a brief time is well acquainted with this well-trodden venue and the challenges it brings. This event prides itself on rewarding those who have immersed themselves in a serious off season training program, and punishing those of us who rely on visualization as our training tool. A solid off-season program, however, is only going to carry you so far at this venue if your bike set up is off. At some other venues you can fake it a bit and get away with it. Not here. See, this place is basically a regional rock garden with brief sections

of deep sand, a slick grass track, and a few sand whoops spread over a 10 mile course that is lapped five or six times.

The kicker about this place is that it’s fast, thereby putting a premium on proper suspension tuning, or being able to find a soft place to ditch it when you auger in. In short, nothing is given to you at Freetown; there are no free lunches here, you earn everything and get what you deserve. Adding to this year’s Challenge was that March was a record breaking month for total rainfall, making each of those one million rocks along the trail feel like greased bowling balls. All that rain made a few areas without rocks turn into Freetown porridge. Freetown already has a reputation for beating

setup was well positioned to grab the win. Earlier in the year, Jake Korn fought off an early charge by Jonathan Gosselin before checking out on a very fast course at round one. However, at this very different venue Jake wasted no time checking out on the competition, finishing almost 10 minutes ahead of last year’s defending champion, Jim Senecal. I’d

Photos by Jeff Hockenberry



Jim Senecal (left) charged his way up to second late in the race, and Jake Korn (right) took the overall win right from the holeshot.



Everybody appreciates the combination of running water and wet rocks. That’s part of the challenge!

say his training and setup was spot on, given the consistency of his lap times. Jonathan Girriour charged hard and held second overall for most of the race but succumbed to a late charge by Gas Gas’s Senecal. Early on, John Day grabbed the holeshot and ripped it up, but a smoked clutch relegated him to a fourth overall. Fifth place overall went to Robert Langenback. Of note here is that Shawn Levesque’s off-season riding program catapulted him to a sixth overall and put a hurtin’ on the some of the AA regulars.

From here I’m a little reluctant to name the winners of the remaining classes, given that sorting out the scoring was perhaps the biggest “Challenge” of the day. BUT, here goes anyway: Steven Girrior (7th O/A), John Fahey (12th O/A), and Jeff Staples (13th O/A), rounded out the A class top three (each from the A250 class.) Will Harkness from the A200 was fourth overall out of the A200 class, while Christopher Souza shored up 5th overall from the A250 class.

B High Point went to Ron Daniels out of the B Vet class followed by fellow Vet class rider Chris Shaw. Morgan Smith from the B250 earned 3rd overall, followed by Dan Goncalves and Cody Hallett out of the B Open class.

Jacob Lessard from the C200 class took the Novice High Point followed by Brian Pratt from the C open class, Mark Strock (C Super Senior), Nick Masterson from the C250 class, and Jake Surprenant from the C200 class rounded out the top five from the morning race.

The only results available for the Mini race were the Mini A-B overall. Adam Lewis Jordan Griffin, James Skinner, Tanner Wolfrum and Zach Zinns rounded out the top five overall for the Mini A and B classes. ⬆

| | | | | | | | | | | | |
|--|-----|----------------------|-----|----------------------|-----|-------------------------|-----|-----------------------|-----|----------------------|-----|
| The Challenge Hare Scrambles Overall Champion | | 4. Royce, Andrew | Hon | B Open | | 2. Demilio, Jonathon | Hon | 4. Bairstow, Scott | Yam | 4. Bernier, Andrea | Yam |
| | | 5. Obuchon, Matt | Yam | | | 3. Palmer, Steven | Kaw | 5. Stevens, Ivor | Kaw | 5. White, Nicole | Kaw |
| | | A Senior | | | | Masters | | Big Wheel | | | |
| Korn, Jake | KTM | 1. Tucker, Brian | KTM | 3. Squires, Peter | KTM | 5. Berry, Oliver | Hon | 1. Levesque, Tom | KTM | 1. Riordan, Brendan | KTM |
| AA | Gas | 2. Ebstein Jr, Alan | KTM | 4. Sylvester, Joe | KTM | C Four-Stroke | | 2. Suriani, Michael A | KTM | 2. Macritchie, Dylan | KTM |
| | | 3. Cummings, Paul | KTM | 5. Hastings, Randi | Hon | 1. Hooper, Greydon | Hon | 3. Tucker, Allen | KTM | 3. Vezina, Ryan | Yam |
| | | 4. Hansen, Douglas | Hon | B Senior | | 2. Bousquet, Jeff | KTM | 4. Sousa, Ron | Suz | 4. Gosselin, Sawyer | KTM |
| | | 5. Kantola, Joe | | 1. Bienvenue, Mark | KTM | 3. Ogrady, Matthew | KTM | Sportsman | | 5. Savage, Andrew | Kaw |
| | | A Veteran | | 2. Bacon, Jeff | KTM | 4. Madison, Bruce | Hon | 1. Pinto, Michael | Hon | Mini B | |
| A 200 | KTM | 1. Maxon, Robert C. | Hon | 3. Andrew, Benjamin | KTM | 5. Allen, Michael | KTM | 2. Jones, David | KTM | 1. Lewis, Adam | Kaw |
| | | 2. Bushey, Michael | Yam | 4. Bartocetti, Rick | Hon | C Open | | 3. Mumford, Rich | KTM | 2. Griffin, Jordan | Suz |
| | | 3. White, Marck | Suz | 5. Turner, William | Yam | 1. Chancey, Fred | KTM | 4. Miller, Ryan | KTM | 3. Zins, Zacharey | KTM |
| | | 4. Lussier, Ron | KTM | B Veteran | | 2. Pratt, Brian | KTM | Super Senior C | | 4. Skinner, James | Kaw |
| | | 5. Hubbard, Kevin | KTM | 1. Daniels, Ron | KTM | 3. Klitnick, Darren | KTM | 1. Leonard, Peter | Yam | 5. Savage, Nathan | Kaw |
| B200 | KTM | 2. Shaw, Scott | Yam | 2. Shaw, Scott | Yam | 4. Carneiro, Cesar | Hon | 2. Harriman, John | Yam | Mini B | |
| | | 3. Knox, Chris | KTM | 5. Mendez, Adeijunho | KTM | 3. Galvin, Wayne | KTM | 1. Eccleston, Justin | Hon | | |
| | | 1. Whitehead, Bryan | Hon | C Senior | | 4. Breau, Jean | KTM | 2. Amendolare, Thomas | Hon | | |
| | | 2. Fortes, Jesse | KTM | 1. Medeiros, William | Yam | 5. Murry, Dan | Kaw | 4. Anthony, Jeremy | KTM | | |
| | | 3. Amancio, Sirle | KTM | 2. Grimes, Jay | KTM | Super Senior C | | 1. Bernier, Michael | KTM | 5. Recorvitz, Jared | Hon |
| A 250 | KTM | 4. Digianni, Justin | KTM | 3. Spang, Timothy | KTM | 4. Couture, Richard | Yam | 2. Shedd, Glen | Suz | Mini Girls | |
| | | 5. Lewonis, Brian | KTM | 4. Couture, Richard | Yam | 3. Lappen, Mark | Hon | 1. Kipp, Savannah | Hon | | |
| | | B250 | | 5. Tucker, Troy | KTM | Women | | 1. Carpenter, Cindy | KTM | 2. Lis, Cassie | Hon |
| | | 1. Smith, Morgan | KTM | 1. Clark, Matthew | KTM | 2. Luketich, Megan | Hon | 3. Higgins, Jamie Lee | | | |
| | | 2. Newell, Nicholas | Kaw | 2. Gagnon, Peter | KTM | 3. Larochelle, Victoria | Hon | 4. Odell, Aubrey | Yam | | |
| A Open | Kaw | 3. Nelson, Nick | Yam | 5. Denault, Thomas | KTM | 3. Martino, Joe | KTM | | | | |
| | | 4. Surprenant, Wayne | Hon | C250 | | | | | | | |
| | | 5. Masse, Jeremy | Hon | 1. Furtado, Cory | Suz | | | | | | |
| 3. Bonney, Keith | Hon | | | | | | | | | | |



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TIDAL WAVE!

The new NEOC season starts with a flood

Cumberland County Fairgrounds

Rnd. 1, Millville, NJ 3/13-14

Five hundred and sixty-plus riders, 1300+ spectators, three-plus inches of rain, 40+ mph winds gusts and one helluva time! This one definitely goes in the books. We thought for sure this was going to be a washout, no pun intended, but it turned out to be anything but that. Our only cancellation of the weekend was the new tutor time program at 11:00 a.m. The next event scheduled was for 12 noon. We had 13 Tikes on Bikes waiting anxiously to find out if they were going to be able to be the first ones to run for the season. Rain, wind, mud and nerves were no match for the determination inside these little troopers. They did an outstanding job setting the bar high for the season. We thank and commend all the parents who pushed aside their own nerves and allowed their little ones to take part in this event. You made the sun shine down on us!

1:00 p.m. both Oil Injected classes rolled to the line, and so did the bigger rain clouds. They faced the storm head-on like it was something they do every day. “Amazing” is the only real adjective you can use when you talk about these classes. We knew when we separated and broke them down they would excel, but had no idea just how much until today. 7-8 OI #841 Zeppy Wright took the win on the second lap and never looked back, #316 Jonathan Miller fought hard and grabbed second on his last lap leaving #86 Devin MacAvoy to take third for his own. In the 4-6 OI we had some hot shoes battling it out the whole race, with #89 Wayne Cox having his best race ever by taking the win and second overall, he’s a mudder! #237 Tyler Kowalski kept a steady bead on the back tires of the front runners to make sure he secured second and forth overall. #917 Devon Devico was right there to grab third for his best race also. I have to give a shout out to #642 Allen Adkins, who ran first and second overall the whole race until he blew ‘er up and gave dad something to tinker with after work.

3:00 p.m. was time for the Peewees to shine, and they couldn’t wait to get to the line. It seemed way to long for them to wait for the first race of the year because they acted like they weren’t even aware of what was laying in wait for them. 7-9 65 winner was the 2009 4-8 50 Champion #38 Brandon Gahm. He ran the water holes like a pro with a familiar name hot on his trail for second place, #26 Kyle Tino. The sippy holes tried to get the best of third place but he held strong, #64 Neil Enman of Team Caffeine. The Thumper class is carrying its own weight again this year with some fast four-stroke mudders. A great win for #388 Cody “Rock Star” Reeves. Second place went to #165 Nico Marts but not willingly, because he was running strong for the lead until he ate ‘er bad. 4-8 50 was a great race to watch with those little two-strokers. I can’t believe they made it through the quagmires out there. First place #53 Michael Nirdlinger was a mud skipper the whole time, with second #185 Johnny Manera skippin’ right with ‘em. 10-12 EL was a lot of fun to watch with all those four-strokes just plowing through everything like tractors. They were parting the muddy seas. First place is a new name on the roster, and we hope he is here to stay, #334 Robert McDonnel. Second place had his best race ever in the worst conditions ever, we are proud to say #460 Beau Hickman’s name. #80 Adam Akers was right there in the battle and

any one of these guys could have taken any place in the top three. Awesome battle boys! 4-9 EL Again, I get to talk about a best finish ever with #117 Ryan Gross of GNT Racing for a commanding lead in first place. #705 Hunter Riggins owned second place, too.

5:00 p.m. it was time for the deer herd to start grazing its way to the line. The front line was the new Mega Bucks with their modified, polished horns. First place went to the biggest Mega Daddy of all, on and off the track, #44 Alan Jessat from Racers Edge. Second place is a new set of horns, #187 Freddy Brambila with #85 Ryan Klair pulling out third after a fierce battle with Alan and then some bad luck. 12 Pointer Pros are the original pitbikes that let it hang out and that is just what first place did; #693 George Harris took home the kitty. The Hansen Brothers gave us all a fun show to watch, second place #102 Sammy and third #75 Jack kept us laughing and cheering the whole race.

Okay, I know that the Young Bucks are third off the line but they sure dominated the course. First place, first overall, strongest and most aggressive in the battle was #27 Cody “I-Beam” Steele. Second place and overall #40 Nicky “Thumper” McCollough and #105 Kelsey “Bruiser” Hartem making her debut in the pitbikes with third place and overall. The Ruttin Bucks winner and eighth overall was on his game and we’re proud to say his name, #906 Jeremy “Fuzzball” Williams. Second is #56 Megan Horseman, and she always keeps the boys in check. Big Slam Daddy winner is a familiar name, #402 James Pittman. He always rides with a smile and so does second place #737 Joey Sumpter.

The Doe class has become a force to be reckoned with for all those Bucks out there struttin around. First place was owned by #629 Samantha Hill. Second place, taking her best finish ever, was #785 Ashley Carpenter. I actually babysat her from kindergarten to eight grade, she’s in eleventh grade now. Time flies doesn’t it? Sheesh. The Spike Bucks top two were names we watched battle it out all last year. Today’s race proved that this season is going to be no different. First place, #90 Malcolm “High Flyer” Hill, and second, #122 Dillan Abrams, ran hard



together until Dill ran into some bad luck. Great show boys. Button Bucks winner was #185 Johnny Marera followed up by #355 Dylan Devico. We were supposed to debut our Mama doe class after the youth pitbikes were done, but us Mama Does decided, uh maybe not, so we will debut instead at Ormond Farms.

By nightfall everyone was exhausted, wet, muddy and apprehensive about Sunday’s race, but totally relieved that Saturday’s races were over and a success. We ended the night with some popcorn and live Supercross, but never made it to the main event because we were all asleep in the chairs.

Sunday morning we woke up to what we went to sleep with. Rain and mud.

The weather didn’t matter, it seemed, because the lines coming through the gate and sign ups kept growing. By 7am all the boys were out doing maintenance to the track so we could start the races off with the best under the worst conditions. AA Youth started out with a bang between first place #3 Robbie Civiletti and second #2 Jeff Hall. Until Jeff went over the bars, you didn’t know who was gonna take the checkered. It looks like this is gonna be another goose bump year. 12-15 100 winner is a pleasure to announce #216 Zachary Olsen with the Golden Boy #921 Adam Toth hot on his knobby, and then #34 Levi Catlett right in the mix for the top spot.

14-15 85 had a great battle with the top three finishers, but this is how the mud fell: #695 Jacob Hemmis, #83 Kenny James and #666 Jared “J-Rod” Rodriguez. 12-13 85 was taken lock, stock and barrel by #911 John Dwyer. Way to run the

mud boy! 10-11 85 has two hot shoes from the PWs this year. They proved they are more than ready to take on the youth division. First place went to #312 Sal Cusimano and second to #90 Malcolm Hill, in third was #158 Earl Miller, ready to pounce if they made a mistake. The 13-15 150 class was dominated by #311 Rian Lamanteer. 10-11 65 took his first win with the NEOC #499 Stosh Wojcik, and I hope he comes back for more.

The 10-12 125 top two both just moved up from the PWs, and they both had their best races to date. First, also from GNT Racing, #292 Tyler Tayvinsky dominated the class and second #70 Brandon Ritchie dug deep and fought hard. Now I get to talk about some girl power which, of course, is one of my favorite things to do. First place and best finish ever, #314 Emily Zadroga dominated in this mud run. Second went to #818 Angie Shaw with #712 Kiersten McDonald parked on her back fender.

11:00 a.m. the course was band-aided back together and there was still no sign of the sun. The C Riders had their work cut out for them for this event, but they also were the first ones to enter the three miles of Skip Massie’s Crossing. Thank goodness we had that new piece or the fairgrounds would not have held up to this event at all. The top over-all winners had a little bit of everyone in it. Starting with first overall we had C Light #153 Ethan Jaudas, C Four-Stroke #403 Ricky Pauley, C Light #759 Christian Crum. Some wisdom from C Vet next, #75 Robert Robbins, followed up by some tractors in the C Four-Stroke, #236 Mitch Powers and #526 Mark Traenkner. These C riders are some tough dudes! I do have to confess that my favorite class in this division is the C Senior strictly because 99.9% of them are the dads that threw their leg back over the saddle after many years of not racing. I love it! DADS ROCK!

1:30 p.m. blue skies started shining through a bit, and so did our spirits. All the top dogs lined up well aware of what lay ahead of them. They leaned into it like the pros that they are. We were very happy and honored to have National Enduro Champion Mike Lafferty on the line with us. We all know he loves a good mud run. This was one of our biggest main event turnouts. We’re super excited to think about what it will be like when we get good weather to race in. So okay, here’s how the quagmire chips fell for the Main Event. Top three mud fleas were: AA power houses #1 Jerod Stoner; #12 Jason Klammer; #24 Brian Lawson; and up until he had some bike trouble, Lafferty was leading the way. Fourth overall was #326 Too Tall Kenny Tenner. Sixth overall and first time in the A Heavys was #104 David Worden with B Light winner #137 Deiter Willenbrock hot on his treads. I have to give a shout out to 14th overall B Heavy Darren Huff, who was C Heavy Champion last year. For some reason, he was nervous about moving up....Still nervous kid? You did great! I’ve gotta give two more special shout outs to some of our home boys; first place B Senior #597 Pooh and first place A Senior #73 Vern Wood. They busted their humps all weekend and still mustered some energy to go out and win. Must be a senior thing!

We know this was a tough race on everyone, but there was no turning back. We had to go forward with the event. It was time to race and I am so glad that we did. What a stellar way to break in the season. We thank everyone for being a part of Round 1~Season 3!

Ormond Farms

Rnd. 2, Millville, NJ 3/27-28

This weekend was incredible. The weather, for once, was not an issue (except for the freezing cold mornings, but beggars can’t be choosers, right?!). The only issue was the massive amount of people steady coming through the gate. Crowd control was the surprise issue. I guess that’s a good problem to have. I would like to ask everyone that has been with us since the start to please not be afraid to help “guide” a new person in the right direction if you see them doing something against the rules, like: 1. PIT RIDING; 2. Leaving trash wherever they want; 3. “Helping” themselves to your neighbors things; 4. Going past the roped areas and disregarding the NEOC Staff boundaries. We’ll call it “The NEOC Neighborhood Watch” Program. We are governed by the NJ State Police Racing Control Unit and these infractions will ruin it for everyone. We want to keep it fun and safe for all. Alright, lets talk about the reason we were all there together—RACING &



FUN!

Friday night the field was filling up faster then my coffee cup in the morning. Saturday’s events started an hour earlier with the new addition of the “Tutor Time” program that was designed to teach the beginner oil-injected young’ins a few skills they will need to make them better riders and build their confidence. This first event should have been our first clue what was going to happen the rest of the weekend. It was a flaming success. The Easter Bunny even came out to play with us all Saturday long. He flagged every start and finish for each race.

12 noon. 34 Tikes on Bikes rumbled and bobbed to the line. Whew, we brought 24 plaques with us “just in case” we had a big turnout. LMAO, guess we underestimated that one. No worries, our Scary Terri Trophy Girl improvised and came up with 10 more, so everyone would get something. She’s da bomb! I have never seen so many cute excited faces and teary eyed nervous parents in one place.

1:00 p.m. it was our Oil-Injected racers’ time to shine and set the bar for the rest of the riders. They set it very high indeed. The 7-8 crew was 18 strong and the leader flexed his muscles the entire race. #316 Jonathan Miller held tight to first while #86 Devin Macavoy fought hard in his battle to take second over third place #841 Zeppy Wright. Great racing boys. Our 4-6 line (19 strong) have the youngest of all the racers, but by golly they have the biggest hearts. #237 Tyler Kowalski took the lead and third overall on the second lap. #89 Wayne Cox gave him a run for his money by locking in second place and fifth overall right from jump street. Third place had the lead on the first lap but after some obstacles #333 Jammin’ Jimmy Lambert locked in his place too. I know we only touch on the top riders in these stories but we are in awe of all the young’ins out there doing things people said they could never do. Never say never!

3:00 p.m. 70-plus PeeWee racers were lined up and ready to rock and roll. I do

have to apologize if I upset anyone when I beat the crap outta the Easter Bunny, but sometimes in life a “girl’s gotta do what a girl’s gotta do” to get her point across to a man. We have since made up and he has promised to leave me some eggs this Sunday.



7-9 65 class right out of the gate started with a goose bump battle between the top two places. #38 Brandon Gahm took the lead on the fifth lap from his competitor and friend #64 Neil Enman of Team Caffeine. They were never more than seconds apart the entire race. Absolutely incredible racing. Our Thumpers are the heavies of the PWs. #165 Nico Marts took the holeshot and the number one spot with a slam dunk. The battle in this class was between second and third. It came down to the very knobby at the finish. A well earned second went to #388 Cody “Rock Star” Reeves followed up by #125 Chris Blackburn, with some girl power thrown in the mix for fourth #618 Courtney Abrams. The 4-8 50 class saw #41 Jason Tino back in the front of the line. Second was owned by #53 Michael Nirdlinger. #136 Colby Davis fought his way through the pack from seventh on the first lap to finish a solid third place. The 10-12 EL class had become one of the biggest lines out there. Top two spots went to a couple of kids that have worked so hard over the last couple years to get these positions. We are very proud of them. First place went to #460 Beau Hickman. Second put an aggressive charge on to fight through the pack to take her place, #367 Desirae Shaw. Awesome. 4-9 EL first place #117 Ryan Gross is staking his claim. Second place had his best race ever on his new bike #288 “Lil’ Coz” Craig Cossaboon. We had twelve girls in the PW’s this round. I want to give a shout out to them. Keep coming girls, you really can do this. A lot of first time racers were out there and I want you to know that you did a great job and so did your parents by letting you come out and try it, thank you!

5:00 p.m. All the horns were polished and lined up to lock in. The new class Mega Bucks ruled the farm. #44 Alan Jessat and #85 Ryan “Noodle” Klair were dominant, but a young buck #393 Philip Morshead kept them in check with third overall. Our first 12 pointer pro through to the flag was #504 Tanner “Wildman” Thomas to take home the dough. Speaking of Doe...#629 Samantha Hill has become a force to be reckoned with on a dirt bike. She is always right in the pack

straight up racing with the guys. It's great to see. Youth Pits were dominated by the Spikes. Top two, as always, gave us a show to remember. #122 Dillan Abrams came out ahead of #90 Malcolm Hill this time. Very cool stuff. Button Bucks #185 Johnny Manera is proving he has the drive. He is hungry for the throttle and is getting better with every race.

Our special Mama Doe class was ten across and we did pretty darn well. I will say though, there is no need for any "slo mo" clips but we did our two (maybe 1) laps and had a blast. I hope more mamas come out to play. You will have a brand new respect and appreciation for what these kids are really doing and going through out on that trail.

Saturday night went to below freezing and we went to bed to keep warm. Sunday morning there was frost on the pumpkin and a completely full parking lot. 7:00 a.m. Brian started up the ol' monster (jet heater) to keep our girls warm. Theresa opened registration. Chuckie turned on the mic and the day began....O boy did it ever.

8:30 a.m. the fastest youth on the east coast were lining up to take on the challenge before them. AA Youth is the elite of youth racing. Today the top three proved just why they are. A fierce battle for position took place the entire race between these ace riders. #10 Tegan "The Tiger" Temple took the checkered in the end with a good lead, which left #2 Jefferey Hall and #3 Robbie Civatelli to finish the battle. Wicked fast and wicked cool. The 12-15 100 was the greatest fight for first I have ever seen in a long time. Taking his second win this season #216 Zachary Olsen and giving the battle of his life against #37 Eric "Chainsaw" Wood who held first place for four laps. Third place #322 Levi Catlett is keeping himself strong in the game.

14-15 85 winner was #36 Chris "Flash" Gordon. He gained control on lap two over second place #295 Jared Wobensmith who ran his best race I've ever seen him do. 12-13 85 had a great battle for the win between two kids who work hard

at getting better all the time. First place went to #44 "Code Red" Cody Lore for his best race ever, but one mistake and #336 Ryder Lafferty was there to take the checkered from him. Shout out to third #906 Jeremy "Fuzzball" Williams for working his way back up from tenth.

10-11 85 I think was the most exciting swap meet that 85 class has ever had. First and second place were seconds apart and traded spots all six laps until a blown radiator ended the game. #90 Malcolm "High Flyer" Hill and #58 Gary Enman of Team Caffiene, we bow before you. 13-15 150 was owned by #311 Rian Lamanteer. I have to recognize this class for the size it has grown to. Largest one to date: 17 riders. 10-11 65 winner made us proud and happy to see him on our line again. #14 Trevor "Pouncer" Pritchard made the track look like spreading butter. 10-12 125 #293 Hunter Bush had his best finish and fought hard to take a win on the last lap. #50 Brandon Cronin ran strong in first but took a solid second in the end.

The Entry Level Women class has officially become a threat in the game. Twenty four girls lined the back row, fully dressed to the hilt, leaned over, elbows out, foot on the kicker, eyes on the flag.....BANG to the corner they went. #712 Kiersten McDonal took the holeshot and the win like she had a set of wings on her back. #818 Angie Shaw started out in fifth but secured second in the end and with her best race ever #143 Amanda Stites followed up with third. This race has proven that we have a breathtaking year of racing ahead of us with all of these kids.

11:00 a.m. A cool breeze was brewing and the sun was shining. 200-plus C Riders rumbled to the start to take on the Ormond Challenge. First in line was our new Industry & Mechanics class. We were happy to see #991 Adam Burke sitting on the line. He won his class and the overall. Second overall and C Four-Stroke winner was #403 Ricky Pauley with C Light #103 Jack Hansen right behind him.

Ol' #35 Larry Gordon pullin' out fourth overall from the Industry class was a real treat, too. Our Women's class was the largest it's ever been. Nine racing ladies strong, with #231 Nicole Hiles taking the win.

1:30 p.m. The sun was high and the winds were starting to blow. 167 of the fastest riders the east coast has to offer were lined up elbow to elbow, ready to drop the hammer and shred the farm. What a grand time we had watching such skilled riders. The first four to the checkered flag were all AA. Top two battled and traded places right to the flag. First went to #356 Ryan Rodgers with #4 Nicky "the Iceman" Davis literally on his back tire. Goose bump great. What a treat. Third place is an old-school champ who still has his mojo going on even if he doesn't know it, we love him #32 Kevin Bennett. Fourth place went to a boy I've seen grow into the young man he has become, #14 Steven "The Bullet" Harris. Fifth overall A Heavy #306 Kyle "Bomber" McDonal owned his class on his new Husaberg ride. A Light #326 Kenny "Too Tall" Tenner ruled his class with lightening speed.

The first B riders came from the Lights, but man did they run like the Heavies. A great race between these two, just like when they were in the youth. First and eighth overall, #95 Chase Rusden followed up by #504 Tanner "Wildman" Thomas.

B Senior (21 riders) had



another great win by someone who deserved it, 68th overall #38 Randy Hentges. You ol' dogs got it going on! A lot of the B riders have just moved up from the youth and they are running with the A guys already. I need to give a shout out to the Schoolboy class for the great battle that went on the whole race. First place went



to #612 Brent Robbins over (I'm bragging a bit here) our daughter #105 Kelsey "Bruiser" Hartem (40th overall). She has been running with these boys since her 65 days and now it is so amazing to still see her compete at this level with them. I know I have said this before but I want to say it again—I am in awe of the caliber of riders that have come out of the youth. Not just their riding ability but their level of respect and sportsmanship they show for one another. With role models like Rodgers and Bennett, I suppose it should be no surprise. Our AA fast kids are teaching the young riders now what they were taught then.....and so it will carry on. I am so proud and honored to be part of this great sport. You are giving it the Midas Touch and making it the Golden Wave to Ride!

Sincerely and from our trail to yours, thank you from the entire NEOC Family.

Special thanks to: Millville Police Department, Cumberland County Fairgrounds Association, Belleplain Ambulance, Lovely Lois & Mean Gene for the use of their beautiful land, Gordon Gross and the Maurice River Township OEM, NJ Sate Police Racing Control Unit, Nick of the Heislerville Fire Co., Sunoco Racing Fuel, HRP Sports, Skorbordz, Scott USA, Acerbis, Fairway Cycle, Riders Choice, Racers Edge, Offroad Cycles, Spectro Oils, Thorn's Cycles, Town & Country, A.B.S. Signs, Trail Rider Magazine, Moose Racing, TD Photo Imaging, Monkey Butt Powder, Water Gap Coffee Company, Texas Road House, Thomas Timber, All of the NEOC crew who gave 150 percent to make this race happen & All of the riders and families that came and made it well worth every bit of sweat the guys gave.

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THE NMA OFF-ROADER

2010 Desert 100

3000 riders just can't be wrong....

This year the Stumpjumper Motorcycle Club celebrated their 40th running of the Desert 100. It was the much anticipated finale that capped the festivities of Odessa Bike Week. Saturday's Poker Run attracted roughly 3,000 entrants from every western state and a few Canadian provinces. The large affair catered to dirt bike friendly families and stag enthusiasts. Every imaginable make, model and year of dirt-worthy machine was represented and could be seen touring the course. Riders turned laps at a leisurely pace and stopped as often as they needed while given a choice to ride the Iron Man, Dual Sport or the Family course.

Sunday featured a completely different atmosphere. The camp/parking area that resembled a small mobile city was a busy cloud of dust as racers geared up and prepped their machines. The morning temperatures were cool and the airborne dirt kicked up by foot and tire traffic was silently carried off by a light breeze from the east. Following the riders meeting, participants paraded into a line that was over a mile long before being herded into position for the start. The chorus of over a thousand idling motorcycles in such a concentration was as impressive and deafening as a formation of B52 bombers.

Two long rows of eager racers stretched over the desert from the east to west. Before them stood a dark smoking beacon roughly half a mile away. Between them laid a field full of hazards. The sage brush was chest high and grew in large patches forming a barrier of brittle arms like a medieval game of Red Rover. Embedded rocks protruded through the dirt's surface, anxiously anticipating under-inflated tubes prime for the piercing. Loose rocks sprinkled the incline before the first turn and served as the final line of obstruction riders would face before entering the rest of the course.

The overall winner from last year, Canadian phenom Bobby Prochnau, did not get to line up with everyone else. The combination of a momentary loss of focus and a unfortunately located rock caused a crash the day before the race and resulted in a broken thumb and some stitches. Bummed about the inability to defend his championship, Prochnau was reduced to spectating. This left the door wide open for last year's runner up, Washington native Brandon Gjernes, who appeared



Everyone wants to race the Desert 100. Below left: David Camo snagged the overall, joining the exclusive club of Desert 100 champs. Right: Phil Stevens pushed Camo all through the race, and took second overall.



their bike, triggering a wave of scrambling racers sprinting clumsily to their awaiting machines. There was no way to turn back the false start and streams of dust streaked across the desert floor following front running riders that quickly clouded the vision of anyone on their heels. The flying filth looked like an atomic blast wave as it completely cloaked dozens of square acres.

Emerging from the dusty bedlam in first position was Desert 100 first timer Ricky Russell from



Look closely. This stretch of trail was made a lot more safe thanks to a Kawasaki and Yamaha that acted as a peninsula for dabbling racers.

Duvall, Washington. He took the hole shot and the \$500 prize money for being the first racer through the first turn. Russell was followed by the second wave of competition, who heard and felt the unmistakable blast of the cannon. The 1,003 remaining riders would encounter all the same obstacles, but without the luxury of clean air.

Brandon Gjernes' hopes for any chance at taking the win were lost early in an ugly crash that left his bike mangled and his thoughts scrambled. He was not the only one who would fall victim to the corrosive conditions of the Odessa desert. Riders were faced with well-worn sections of race course that

were whooped in ways that would wear out the most fit rider. They were deep, steep, packed hard and coated with a layer of fine dirt. There were rocks that couldn't be seen, but were felt with violent feedback resulting in unsuspecting kicks that pitched riders into dreaded situations.

As the race wore on and riders spread out over the first 50-mile loop, the problems with dust dissipated. Ricky Russell gave up the lead following some trouble with his front brake. Factory KTM rider David Kamo, who got a poor start,

sliced his way to the front before the end of the first lap. He was closely followed by B.C. Canadian Ryan Durkee and Phil Stevens from Marysville, Washington.

As the slew of riders poured over the track, conditions didn't break down as they commonly do west of the Cascade Range. The hard pack stayed firm and the embedded rock didn't budge. The loose rollers were shuffled around by knobbies, but remained on the course giving some racers fits. Once they began the second lap most riders



How many bikes can you find in this picture? The starting lines are way back in the background.



Jesse Barstow leads the second wave through the first turn.

switched from race mode to one focused on survival: bikes and bodies bounced off brittle brush, hand guards were tweaked on sudden impacts and helmet visors were cracked or shed as a result from face-first get-offs. Most participants mused on for personal triumph while many asked course workers for a shortcut back to the pits.

At the front of the pack, Idaho native David Kamo continued to dominate the desert terrain. He threaded his way through hundreds of lappers to finish first overall. Phil Stevens rode strong and managed to get past Ryan Durkee for a second place finish.

For detailed information about the Desert 100, including race results, visit the Stumpjumper web site at <http://stumpjumper.org/>. ▲

Welcome to the NMA

Based in Washington state and founded in 1973, the Northwest Motorcycle Association has been dedicated to the preservation of off-road motorcycling for over thirty years. The NMA specializes in educating riders on issues affecting their riding opportunities and with a full event schedule sponsoring enduros, hare scrambles and poker runs. To learn more about the NMA, visit the web site at www.nmaoffroad.org, or contact them at:

Northwest Motorcycle Association
12016 231st Ave E, Bonney Lake, WA 98391
360-897-9588

Direct e-mail contact:

nma@nmaoffroad.org

membership@nmaoffroad.org

competition@nmaoffroad.org

pokerruns@nmaoffroad.org

volunteer@nmaoffroad.org

webmaster@nmaoffroad.org

General questions

Membership/changes

Competition questions

Poker run series questions

Volunteering and trail work

Web site questions

Story and Photos by Ben Baucum

Sparkplug Enduro

The new season begins!

by Tim Swartz

The first enduro of the year is always an exciting prospect, and dusting off time keeping equipment is a nostalgic affair. Thoughts rage weeks before the first event, such as: Should I buy a new clock? Is my computer still okay? Where is my roll chart holder? I find all this stuff in a box on the top shelf in my garage, about four days before the event. That's when I discover the kink in my computer cable, my clock batteries are dead and my roll chart holder is nowhere to be found.

This year was different though, due to injury, I was forced to observe the NMA's first enduro for 2010, the Sparkplug enduro. For this Sparkplug, I am mending a broken rib and my box of timekeeping equipment remains on the top shelf in my garage.

The first Sparkplug enduro was in 1963, according to Tommy Thomson, a "Belfair Legend." Typically, the Sparkplug is the first enduro of the year and has been run in the



Short and Long course winners Cory Freillinger and Dean Nail mug with their trophies.

day. Second, it did not rain on Sunday, the day of the event. Although there were a few puddles holding water, traction was superb. Dust? Not much. It must have been strange riding the Sparkplug in the near 60 degree dry weather. The views from Raine's Grade would be spectacular if there was time to take a peek. To the east is a bird's eye view of the town Belfair with Mount Rainier in the background. To the west are the Olympic Mountains. So picturesque!

Past Sparkplugs have seen rain all week long before the enduro. By Saturday, the rain comes down in buckets while the Bremerton Cruisers M/C hang arrows and set up the course. On race day, there are rivers running down and across trails. Puddles become lakes. Your bike sounds like a jet ski as you motor through water. One year I saw an Orca whale floating in a puddle next to the trail! Really! A club member tied off an inflatable Orca in one of the biggest puddles there was. Yes indeed, this year was different.

Right off the bat the Cruisers threw in a special test. Only two riders zeroed this section. My guess is they missed the added reset the morning of the event, which was noted at sign up and mentioned in the riders meeting. They were lucky this was a check-out and not a check-in, since none of the AA riders or A rider's zeroed check 1. At check 2, nobody from the long course or short course cleaned this check. By

Belfair-Tahuya area since it began 47 years ago.

The Bremerton Cruisers are known for using every inch of trail. They know how to link trails together so you have no idea where you're going next. The fun is further enhanced by the tight single track trails. At Tahuya, the forest is covered with Salal brush, and the singletrack is defined by a few inches of bare ground. Sweet! There's a few toe-stubbers out there too, as some have found over the years. Most of the stubbers are covered by the Salal brush. Very sneaky. Take caution, there's a few good stubbers to hit in the open clear cuts too, so you may want to visit your eye doctor prior to riding Tahuya.

Riding here is also a turn-turn-turn environment. If you like to turn, Tahuya's a great place to ride. If you're learning to turn, Tahuya's a great place to enhance your turning skills. Be forewarned, these turns wear you down at days end. Most riders are eager to cross the finish line—even when there's one more turn involved!

This year the Sparkplug was a bit different than past years' enduros. First, it did not rain on Satur-



Women's class champion Kendall Reed pulling away from Dean Dorsett.

check 3 a few riders caught their breath, since out of the 138 riders attending, 14 riders zeroed Check 3. Then after check 3 was the gas stop!

Since this is a gas stop, everyone knows there will not be a check two miles before and three miles after the gas stop, which was at 35.6 miles. Also, an added benefit was the large reset. Riders received 22 minutes to fuel up their bikes then jam down to the next possible to rest and munch on a Power Bar. After the gas stop, riders headed near "Toonerville" where the course went through an old abandoned bus. The woods are tight here and at the check-out, which was

DIRT BIKE TROOP SUPPORT

Nothing gets our mind off of problems like riding a dirt bike. Our troops deserve all the fun time we can give them.

Members of American Legion Post 200 in Belfair, WA, are coordinating what is believed to be the first "Dirt Bike Troop Support" program in the nation. Legionnaires and civilian volunteers are making their extra dirt bikes and riding gear available to a troop for a day's ride.

Army, Navy, Air Force, National Guard, and Coast Guard installations are all within a two-hour drive of the Tahuya State Forest near Belfair. This is one of the best ORV trail systems on the west coast. This makes



Warrant Officer Jason Nordwell from Ft. Lewis, WA, was the first "guest of honor." NMA racer Dutch "oldgrunt" Van Elk is coordinating the program.

for a unique opportunity to share our time and our sport with these fine young Americans.

A small amount of riding gear has been donated to this cause, but more is needed to accommodate troops of various sizes. Helmets, boots, gloves, kneepads, elbow pads and chest protectors are all in short supply.

If you are a service member who would like to ride or a civilian who wishes to get involved and share or donate serviceable gear or equipment, please contact: American Legion Riders, PO Box 2773, Belfair, WA. 98528, E-mail old.grunt@live.com. ⬆

check 4, only one rider zeroed this check, Dave Sheets.

Soon short course riders split from the long course at check 5. Long course riders received an additional 20-plus mile beating, including two more checks for a total of seven checkpoints. According to Dean Nail, he never rode well until the last 20 miles. Really Dean? Five points total for riding the long course is pretty good!

Awards went quick and without a hitch. The overall short course winner was Cory Freillinger with 10.0334 points. There was a two-way tie for the short course overall, with emergency checks used as the tie breaker. Cory's overall competitor was Ken Norris with 10.0415 points. The overall long course winner was Dean Nail with 5.0246 points. Dean's closest overall competitors were Dave Sheets and Scott McFate, who had 7.0301 and 7.0302 points respectively.

The NMA Competition Committee gave away some goodies too, compliments of the MSR Contingency Program. Dutch Van Elk won a MSR Enduro Pac. TJ Swartz and Dave Sheets won Answer Tool Pacs. All NMA Competition License holders are eligible to win, and must be present to win. Sorry, Zach Paukert and Arron LeClair, you guys needed to be there!

Complaints? I'm sure there were a few. The few complaints I heard were:

It was too tough.

The trails were too tight.

There was soooo much single track.

No check-out after a section where you lost time.

How could anyone complain? It was warm. It was sunny. There were perfect soil conditions. There were miles and miles of arrowed single track! Are you nuts? It doesn't get any better than this, folks.

I would like to thank the Bremerton Cruisers M.C. for taking the time to put this event on. They logged many hours preparing the trails for this event, which is appreciated by all attending. Great job, Bremerton Cruisers! Dean Nail would like to thank his sponsor, Lucas Oil. I'm sure Dutch, TJ and Dave would like to thank MSR for the tool packs too, so thank you MSR. Oh and Sparkplug, I'll see you next year! ⬆



15 and Under winner TJ Swartz ripping it up!

| | | | |
|---------------------|----------------------|-----------------------|---------------------|
| Long Course: | SENIOR A | 1. Ken Norris | 3. Kolton Phillips |
| AA | 1. John Purdy | 2. David Phillips | WOMEN |
| 1. Dean Nail | 2. Carol Williams | 3. Greg Holford | 1. Kendall Reed |
| 2. Dave Sheets | 3. Tim Mount | SPORTSMAN | 2. Jessica Haugland |
| 3. Scott McFate | OPEN B | 1. Karl Hess | VET C |
| OPEN A | 1. Mike Seacord | 2. Tony Ihlen | 1. Tony Gale |
| 1. Kurt Oakland | 2. James Brockway | 3. Dean Dorsett | 2. Chris Ringstad |
| 2. Scott Harrell | 3. Chad Fulcher | SUPER SENIOR | 3. Jassou Smith |
| 3. Austin Paden | 200 B | 1. Uli Schildt | SENIOR C |
| VET A | 1. Brent Potter | 2. Ron Gisle | 1. Joe Casady |
| 1. Todd Decosta | Short Course: | 3. Damon Bee | 2. Kellsey Justus |
| 2. Ron Durkin | VET B | MASTERS | 3. Mike Fitch |
| 3. Jeff Durkin | 1. Cory Freillinger | 1. Gary Porlier | C |
| 200 A | 2. George Stormo | 2. Dutch Van Elk | 1. Jason Thompson |
| 1. Chuck Bolton | 3. Wade Weigel | 15 & UNDER | 2. Mark Price |
| 2. Lori Taylor | SENIOR B | 1. TJ Swartz | 3. Jesse Schmidt |
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STRANG HANGS

Josh Strang stretches his sweep in the 2010 GNCC series

Steele Creek GNCC

Rnd. 3 Morganton, NC 3/20-21

Josh Strang made it three wins in a row at a muddy Steele Creek round of the 2010 Can-Am Grand National Cross Country Series, in Morganton, North Carolina. The FMF Makita Suzuki rider grabbed the holeshot to start the three-hour race and held off a tough challenge by FMF/KTM's Cory Buttrick to take the victory, giving him a clear advantage in the series standings, where he now enjoys a 30-point cushion over RPM/KTM-backed Chris Bach.

Strang put his fuel-injected RM-Z450 at the front of the pack when the green flag fell to start the three-hour race. Meanwhile, Buttrick quickly found his way to Strang's rear fender and the two riders proceeded to pull away with Am-Pro Yamaha's Paul Whibley, Buttrick's FMF/KTM teammate Nate Kanney, and GEICO/JG Racing/Monster Kawasaki's Jimmy Jarrett in pursuit.

At the two-hour mark, the Strang-Buttrick battle had intensified, as the two pulled nearly a minute gap over Kanney, Whibley and Mullins, who were locked in their own separate battle over third. However, XC2 rider Kailub Russell was starting to make waves of his own, and on the third lap he turned the fastest lap of the race, and by the end of the lap he had moved into third place overall. Russell would turn the fastest lap again on lap four, but could still not catch the two leaders, Strang and Buttrick.

On lap six, one of the muddy hills had become so bad that riders were stuck from top to bottom, and when Strang arrived there was no place to go.

"When we got to the hill there were riders all over it," said Strang. "And there were people telling me that we weren't going to make it. So I decided if I stopped then Cory would stop."

At that point, the organizers decided it would not be possible to finish the race in the time allowed and riders were sent back to the pits and the scoring was reverted to the fifth lap.

Officially, Strang led the event from start to finish and took the win by some 11 seconds over Buttrick, with Mullins, Whibley and

Kanney rounding out the top five.

"It got pretty slippery out there and I had to ride cautious, and Cory was keeping me honest the entire way," said Strang. "It's great to win the first three races. They've all been so different, with the sand, the clay and the mud. But I've worked hard and it is paying off. I'm having a blast right now and I think that's been the difference."



Kailub Russell



Josh Strang

Buttrick was thrilled to finish second, after a disappointing showing at the first two rounds.

"I just tried to stick with Strang all day," said Buttrick. "There were a couple of times I felt a little faster, but then I decided to play it cool. On a day like today, with the conditions, a second is as good as a win. I needed this in a bad way."

"When we got to the bottom of the hill I saw

Josh shut his bike off and I was so mad, I wanted to keep on going," added the 18-year-old. "But then I heard [Trail Boss] Jeff Russell come over the radio saying, 'no one move.' So then I knew it was over."

Despite finishing third in the XC1 division, Mullins couldn't have started the race any worse than he did.

"I started dead last, and on the first lap a guy ended up going down in front of me and I ended up going down in a ravine," said Mullins. "But a little luck played in my favor today. I latched onto Whibley and he got me going into the second-to-last lap. I'm not happy with how I rode, but I kind of lucked out and I'll take third."

Whibley finished the day in fourth, ahead of Kanney, with Husqvarna's Glenn Kearney rounding out the top six. Rookie sensation Chris Bach was seventh, with Am-Pro Yamaha's Barry Hawk Jr., Kenneth Gilbert (Kaw) and Eric Bailey (Kaw) finishing eighth, ninth and tenth.

Completing an unbelievable ride on a 250F was Russell, who ended the day with third overall, in addition to taking the win in the XC2 class, topping Monster Energy/FAR/Andrews Yamaha rider Jason Thomas and GEICO/JG Racing/Monster Kawasaki Scott Watkins.

"Jason led for over a lap and then he took a bad line and I took a better one and got by him," said Russell. "I just put my head down after that and started catching the pros. I rode with Charlie and Whibley and enjoyed the race."

Thomas admittedly struggled with the conditions, despite grabbing the \$100 Motorcycle-USA.com holeshot award.

"I didn't feel good all day and I just struggled," said Thomas. "Maybe because it was wet, the two-stroke was spinning a lot more than the four-strokes and I just had problems."

I crashed at one point and hurt my hand again, but I was able to come back and finish second."

Top Amateur was Open A rider Jordan Ashburn once again.

In the morning race, Shane Watts and Rodney Smith went at it like old times in the Sportsman A class, with Watts getting the win on this 250 KTM, while Smith finished second on his fuel injected RMX450Z.

"It's been a long time since I raced with Rodney and it kind of brings back memories of the glory days, fighting for the championship," said Watts. "It's a bit of a bummer that he ended up going down."

"I got a pretty good start and I got out front and then me and Shane started battling like we used to," explained Smith. "We came to a spot in the track - a big ravine - and Shane skidded sideways and missed it and slid into it. I was upside down and when I finally got out it was in fourth. It took a lap to regroup and I got back into second."

Maria Forsberg won the Women's division on her factory KTM, beating defending champ Mandi Mastin on a Yamaha and JG Off-Road's Ashley Crouch from Texas.

XC1 Results: 1. Josh Strang (Suz); 2. Cory Buttrick (KTM); 3. Charlie Mullins (Yam); 4. Paul Whibley (Yam); 5. Nate Kanney (KTM); 6. Glenn Kearney (Hsq); 7. Chris Bach (KTM); 8. Barry Hawk Jr. (Yam); 9. Kenneth Gilbert (Kaw); 10. Eric Bailey (Kaw)
XC2 Results: 1. Kailub Russell (KTM); 2. Jason Thomas (Yam); 3. Scott Watkins (Kaw); 4. Steward Baylor (KTM); 5. Jesse Robinson (KTM); 6. Dustin Gibson (KTM); 7. Mark Fortner (Hsq); 8. Brain Lawson (Yam); 9. David Snyder (Yam); 10. Nicholas Hunter (KTM).

Pirelli Big Buck GNCC

Rnd. 4, Union SC 4/10-11

Josh Strang is on a roll, claiming his fourth-straight win in the Can-Am Grand National Cross Country Series at the latest round in Union, South Carolina - the Pirelli Big Buck GNCC.



Paul Whibley

And like he has done so many times this year, the FMF/Makita Suzuki rider came from behind to get his fourth win; rounding the first turn in dead last before working his way into the lead on the next to last lap of the three hour race.

"Four in a row is awesome! I'm super happy with that," said Strang. "But this was a tough one, and it was a little stressful during the first lap, because of the dust."

Despite the dusty conditions, Strang was able to make his way to the front, slipping into second behind Am Pro/FMF Yamaha's Thad DuVall by the end of the second lap. It wasn't long before Strang was able to pass DuVall to move into the lead. From that point, it was just a matter of keeping a safe cushion over DuVall, which Strang managed to do, finishing the race with over 20 seconds to spare over the youngster.

"The conditions were definitely difficult today, but I just raced my own race," said Strang. "I just kept going and made some passes, and then when I got in the lead I was able to push a little harder to make sure I stayed there."

After some of the problems he has experienced during the first few races, DuVall was happy to be on the podium in South Carolina with a runner-up finish.

"Cory Buttrick crashed on the first lap and it held everyone up and I was able to take advantage of that and get to the front," said DuVall. "Once I got in the lead I knew that Josh would be coming and I just backed off a bit and let him catch me. I thought I could ride with him but I just made a little mistake coming into the barrels and he got away. I caught him on the last lap but he kicked up a rock and knocked the lens out of my goggles and that was it."

Defending series champ Paul Whibley challenged the two front-runners during the early

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going, and he claimed the \$250 Motorcycle-USA.com Holeshot Award, to boot. However, the Am Pro/FMF Yamaha rider fell in a mud hole on the first lap and lost ground to DuVall, Strang, and early leader Jimmy Jarrett, on the GEICO/JG Off-Road/ Monster Energy Kawasaki.

“Josh and Thad were riding great today, I just couldn’t match them,” said Whibley. “It’s good to be on the podium, but I’m not pleased with how things went.”

Whibley held a solid third for most of the race, and fended off a late race challenge by Obermeyer/AM Pro/FMF Yamaha’s Charlie Mullins to mail down the final step of the pdoium.

Mullins held on for fourth ahead of Husqvarna’s Glenn Kearney, who turned in his best ride of the year with a fifth. At one point Kearney ran as high as third, but a couple of mistakes after the halfway point dropped the Aussie down the order.

Buttrick recovered from his first-lap crash to finish sixth on his FMF/KTM. Meanwhile, Am Pro/FMF Yamaha’s Barry Hawk Jr. finished seventh ahead of KTM riders Chris Bach and Nate Kanney. Kawasaki-mounted Eric Bailey was 10th.

In the XC2 division, FMF/KTM’s Kailub Russell took his third-straight win of the series, after battling early on with round-one winner



Cory Buttrick

Jason Thomas. Russell got stronger as the day went on, however, while Thomas faded.

“I got a good start and caught up to the XC1 guys and we got to this section where everyone was going about two miles per hour and then Thomas caught up to me,” said Russell. “That took me by surprise and he got around me. But I found a good line and passed him back and I rode pretty good the rest of the day.”

KTM rider Jesse Robinson overcame a couple of crashes and a long pit stop to finish second.

“I tried to ride hard at the beginning but I just couldn’t get comfortable, so I just backed off a bit and ended up going faster,” said Robinson.

Steward Baylor Jr. completed a KTM sweep

of the XC2 podium by finishing third. He also made history by becoming the youngest rider to make an XC2 podium – doing so at the age of 15.

“It feels awesome to get on the podium,” said Baylor. “But for some reason, I just can’t stay off the ground on the first lap and I was coming from behind all day.”

Baylor snatched the final step of the podium from Thomas on the final lap, leaving Thomas to settle for fourth on his Andrews Cycles Yamaha. Meanwhile, GEICO/JG Off Road/ Monster Energy Kawasaki’s Scotty Watkins rounded out the top five.

XC1: 11. Josh Strang (Suz); 2. Thad DuVall (Yam); 3. Paul Whibley (Yam); 4. Charlie Mullins (Yam); 5. Glenn Kearney (Hsq); 6. Cory Buttrick (KTM); 7. Barry Hawk Jr. (Yam); 8. Chris Bach (KTM); 9. Nate Kanney (KTM); 10. Eric Bailey (Kaw).

Can-Am Grand National Cross Country Series Standings: (After 4 of 13 rounds): 1. Josh Strang (120/4 wins); 2. Charlie Mullins (78); 3. Paul Whibley (75); 4. Chris Bach (73); 5. Cory Buttrick (68); 6. Glenn Kearney (55); 7. Thad DuVall (50); 8. Nate Kanney (46); 9. Barry Hawk Jr. (44); 10. Kenneth Gilbert (44).

XC2: 1. Kailub Russell (KTM); 2. Jesse Robinson (KTM); 3. Steward Baylor Jr. (KTM); 4. Jason Thomas (Yam); 5. Scott Watkins (Kaw); 6. David Snyder (Yam); 7. Dustin Gibson (KTM); 8. Jason Greer (Yam); 9. Mark Fortner (Hsq); 10. Brain Lawson (Yam).

Can-Am Grand National Cross Country XC2 Series Standings: 1. Kailub Russell (111/3 wins); 2. Jason Thomas (98/1 win); 3. Jesse Robinson (87); 4. Steward Baylor Jr. (71); 5. Scott Watkins (65); 6. Dustin Gibson (60); 7. David Snyder (44); 8. Mark Fortner (37); 9. Josh Weisenfels (37); 10. Nicholas Hunter (34). ⬆

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NEW MULE

Replacing the 950 Adventure with something a little smaller

My relationship with my KTM 950 Adventure didn't end suddenly. It languished for lack of excitement. Or maybe the lack of excitement was caused by too much excitement. Somehow or another, the answer is derived by a question of geography. And maybe human frailty.

First off, I had an original issue 950, circa 2004, and first rode it in a state of delightful ignorance, from Temecula, California, to Las Vegas, Nevada. It wasn't an organized ride, just three friends with a change of clothes in backpacks, heading across the desert. The trip was awesome. The bikes were nothing more than huge dirt bikes; big and heavy but suspended to suit, with 80 or 90 horsepower to fuel more than a few 70+ mph blasts down desert two-track and sand washes. If I lived in that environment, I'd never be without that bike.

I had to have one. I bought the '04, and rode it in a spirited fashion at least twice a week in the Pine Barrens of South Jersey, and it worked pretty good. I even shipped it out to Southern California again and took it for a ten day romp through Baja, and loved every minute of it. Along the way I re-jetted it and tuned it well, and easily boosted it up to a 100 hp dragon of a bike. Great fun!

But then, I moved to New England; and here's where the geography lesson comes in. Here in the far north, there are no open spaces. There are cart roads to ride, Class VI roads and such, and every one of them starts out promising, but soon you lose altitude until you find yourself in a rocky swamp. Then, when you come up the other side, when you get to the top you're in a swamp again. It's the damndest thing. It doesn't take long to learn that a 530 pound, 100 hp dirt bike is no longer a fine ride in those swamps. A 250 pound knobby-tired dirt bike is a much better choice, so I finally, reluctantly, sold the Orange Beast to a guy who intended to use it as a street bike.

So I still had a dirt bike or two to ride in the New England outback, but something was lacking. There are vast miles of graded and partially graded dirt roads up here, and some fine unlined paved roads to explore. Yes, you can explore them on a herky-jerky dirt bike with no manners and little in the way of creature comforts, but I knew there



Ninety percent ready, and already out getting the cobwebs blown out, early this spring. More street-oriented than the KTM, but still a good feeling bike on the dirt roads. Below: Two weeks before it was still in this condition.



was a better way. I wanted something I could flop my generous behind down on, leave from the house, and knock out two or three hundred miles before getting back mid-afternoon before the dump closed. I needed something with an upright seating position, something that would work okay on a dirt surface, and with good wind protection and a selection of other cushy options.

I experimented with a variety of street bikes. Oddly, I found that a 1976 Honda CB750 Four actually has a pretty good feel on a dirt road, kinda like a flattracker. But that was too old and funky. And short-legged and heavy. I finally asked my peers in the business what they would recom-

mend, and I was surprised that almost in unison they said "V-Strom 650."

A Suzuki? "Absolutely," said my old friend Clement Salvadori of Rider magazine, "for what you want to do it'll be perfect."

Well, Clement has a lot of experience with long-distance riding, and in the back of my mind I had the thought that one day I might just want to ride this next bike from here to Puget Sound and back, maybe a couple of times. So after a little more—no, a LOT more—research, I started looking for a pre-'07 V-Strom in cherry condition (The '07 and later models grew fatter and sprouted a catalytic converter). And very shortly, and possibly very luckily, found one. An '05, 10k miles, never even been on a dirt road, every popular option known to the genre already installed—skid plate, hand guards, fork brace, MadStad adjustable windscreen bracket, Givi luggage, crash bars, center stand, radiator guard. Not a scratch on it anywhere, and I got it out the door for \$3900.

I spent the late fall riding it all over New England, and I can tell you this about it: Great motor. Said engine is a 645c DOHC fuel-injected V-twin, and it spins around almost devoid of vibration. I geared it up one tooth on the countershaft to drop the revs at highway speeds, and the engine has plenty of torque to handle it. For the drive system, I used a Sidewinder 525 drive chain and a pair of their Ti-Moly sprockets. We've used this combination on a many a dirt bike and have always been impressed with how well the Sidewinders hold up.

It handles good in the dirt. I can feel it, even though right now the bike is shod with excellent Metzeler Tourance street tires. I know I'll put a set of Conti TKC 80 touring knobbies on it some day, and it'll be way happy in the dirt when that happens. The wheels on this bike are solid spoke wheels, with tubeless tires. This will be a new thing for me, but welcome when you figure a typical puncture will only take a plug-insertion to fix.

The suspension is technologically prehistoric, although it works okay on pavement and smooth dirt roads. Funny thing, the previous owner must have read somewhere that the damping adjustment on the rear shock (rebound damping only)



The Fuzeblock tucks right into the compartment under the seat, and cleans up all the wiring headaches. It's actually attached with a couple pieces of 3M Dual Lock removeable fastener so it's easily removable to access the wiring.

should be cranked up to make the suspension more "racey." Probably read it in some internet chat room. Well, the first time I rode the bike on a washboard road I thought it was going to jack-hammer me straight to hell, as the shock packed down to zero travel. I took a screwdriver and backed the rebound adjuster all the way back out and it's tolerable now.

The cure for the shock would be a complete new shock, which is not a low-budget proposition. What I might do in the future is replace the stock Suzuki shock with a Works Performance DL650 shock, which I've heard plenty of good things about. Works Performance has also been around for centuries, it seems, and they know what



A Givi windscreen and MadStad adjustable bracket has cured the wind buffeting problem completely.

they're doing with shock absorbers.

The forks are plain old damper rod forks, similar to what we rode in the late '70s. Oh, but they have a spring preload adjuster on them (as does the shock). The shock isn't rebuildable, but the forks can be fixed. I sent them out to Washington state, to Moto-Pro suspension where John Minnich installed what's known as an "emulator system" in the forks, basically a damper rod replacement that makes the forks tunable. John also changed the fork springs for one step stiffer, since the stock springs are doing all they can just to hold up an unladen bike.



Stealth forks. Re-sprung and modified by Moto Pro in Washington, the Strom's forks now act like dirt bike forks. Next change may be a WP shock.

The kitted forks are night and day different from stock. Now, the front end is held up nice and high in the stroke, and the damping is good and taut. The fork action is great over the small bumps and the sort of things you might find on rough paved roads. On the dirt roads, with bigger bumps, the Suzuki now soaks up the hits rather than bounce around like a pogo stick. Nice. The is probably the best modification we've made to the bike. Highly recommended.

I also replaced the lowering links that were on

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Powerlet connector inside tank bag can be used for charging devices, whatever.



Fat Sunline grips, one GPS mounted to an added-on crossbar, Rox risers, and the RAM ball is mounted on a handlebar Powerlet socket.

the bike with a pair of accessory "raising" links, that raised the rear end five-eighths of an inch over stock. This is to give a mechanical advantage to the rear end, considering carrying luggage or a passenger. The ride is perfect with the forks set at 10mm above the triple clamps. Lowering links ruin the handling on these bikes.

I spent a lot of time trying to get the handlebars higher and more comfortable. It was suggested, and I tried, a set of ATV handlebars (high rise Raptor bend), but I found them to be too wide for comfort. I wound up putting on a pair of Rox handlebar risers with the stock bars, which raised them a couple inches and allowed me to ease them back about an inch or so. Much better feel, but I don't know if I'm done with it yet.

I also put on a pair of Sunline GP Touring grips, the fattest grips I've ever found. I have big hands,

and I can't wrap my fingers all the way around these grips. So far, they feel bizarre; but my thinking is that huge fat grips will ease the pain, and thanks to a life of abuse I have two supremely crippled hands. I could write a book on this subject alone. There might be more experimenting here also. So far the fat Sunline grips feel kinda cool, but I only have about 500 miles on the bike with these grips, so more time is needed.

The handlebars have had three different GPS mounts on them so far, and I'll probably wind up with mounts for two GPS machines before I decide what I want on it (old Garmin GPS176 or a Nuvi 255W, or both). Plus I've installed hand grip heaters, though the stock Suzuki handguards have made them mostly unnecessary so far.

With all these electrical attachments (and I'm not done yet), I've been trying to find some cool way to keep the wiring in check. And I think I've

found it. A company called FuzeBlocks.com makes a junction box called an "FZ-1" (I'd like to think that's short for Frank Zappa), that is the best answer I've found so far. You attach it somewhere on the bike, near the battery, run a fat pair of wires to the battery, and a third wire to a switched accessory. The FZ-1 contains its own onboard relay, and once installed you can connect six devices and set them for on with the key or on all the time, depending on how you plug the fuse into the box. That's important because you want your GPS on all the time, and you definitely want your handlebar heaters to turn off when you switch the bike off. Pretty neat little device. Check it out; their name is their web address, of course.

Also, cool stuff of note is the electrical parts we installed from Powerlet. If you've got a bike like

this, very soon in its career you feel the need for more electrical connections. A GPS or two on the handlebars, heated clothing to consider, maybe even a sound system in your helmet. For the heated grips and one of the GPSs we ran separate wires to the FZ-1. For the second GPS we rigged up a RAM mount with a Powerlet PowerBar Plus to give it the juice. The PowerBar Plus is a very slick way to connect a cigarette lighter or BMW-style power outlet on the handlebars, and the "Plus" part means the PowerBar will accept a ball-mount for a RAM system. This way, the second GPS has power right where it mounts, and when it's stowed away the outlet is still there to power something else.

Secondly, we made use of a Powerlet PTB-004 tank bag power kit, which is just what the name implies. You melt an appropriate set of holes in your tank bag (ours is a Chicane) with a soldering iron, and a power outlet that is made to pass through the fabric gets sealed and bolted in. This way, we plug the tank bag in, and inside is an SAE pigtail that will accept any kind of addition, in this case



We're still waiting on a set of Continental TKC80 tires, that will make the V-Strom more dirt-worthy. Above: Fully rigged with Givi luggage.

a Y-cable with a cigarette lighter socket as well as another SAE connection. What we can do with this is plug in the cell phone or the iPod when they need charging, and leave them safely inside of the tank bag while they're receiving their juice. Of course, both pieces interface with a sound system inside the helmet, so we've got tunes or even a phone if we want them.

One other critical change. The Suzuki suffers from windscreen-generated buffeting; where the wind pouring over the windscreen comes down and slams into your helmet and tries to beat you to death. It's similar to the KTM 950, only not as pronounced as it is on the KTM; and the KTM's frontal shape pretty much ensures that

you can't cure it. The Suzuki can be cured. The MadStad adjustable windscreen bracket is part of the cure, but the change that makes all the difference in the world is a larger windscreen. We're using a Givi DL650 screen with the MadStad, and the Givi screen is not only taller than the stocker, it is also wider. It takes a lot of experimentation to get the MadStad adjusted into the best position, but once you find the sweet spot you can jam down the freeway at 75 or more with no discomfort. Even with the MadStad bracket, there's no way to adjust the stock windscreen to work correctly. This Givi screen is probably our second most highly recommended modification for this bike.

Naturally, there's been a lot of other fiddling and adjusting, and many handfuls of other small parts too numerous to mention. What we will say is this: the Aerostich catalog was a major source for all of our luggage bits, tie-down straps, small electrical accessories and so on. No other catalog exists that collects together all these parts, and if you're seriously involved in putting together a dual sport/adventure-riding rig, Aerostich is the first place you need to look.

Well anyhow, my intention is to rig this bike out so it's ready for a spin through the woods or a weekend on the road. And when I'm done it'll also be ready for that cross-country trip, when it comes time. Like I said about the 950, it's not going to be a great choice for a typical New England cart road; but then, the only thing that works there is a lightweight dirt bike. This is going to be a long-distance explorer, and I think it'll be big fun. ⬆

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TEXAS TWO-STEP

Mullins wins big in the Lone Star state

Lubbock, TX 3/28

Charlie Mullins got back on the winning track with a solid victory in the windy high-desert plains of West Texas, at round four of the Rekluse/AMA National Enduro Series near Lubbock. The Obermeyer/Am Pro Yamaha-backed rider won three of the six timed sections and beat out FMF KTM's Cory Buttrick by a total of 23 seconds at the end of the 74-mile event to claim his second win of the series. The win was a small bit of restitution after the bad luck Mullins suffered at the second round of the series, where he won five of the six tests, but lost the race because of a damaged brake pedal.

"I've had some not-so-good finishes in the past month, and it feels good that I kind of turned it around here in Texas," said Mullins. "This is really different terrain from what I'm used to and it was a challenging race, but I'm really happy to get a win and get the monkey off my back."

The Texas race was one of two trips the series makes westward this year, and it offered terrain not normally seen by the series regulars. In spite of the change of scenery, Mullins showed good speed all day, however it was local pro Cole Kirkpatrick who took the early lead in the race, even though he suffered rear brake problems during the first 10-mile section. Kirkpatrick stayed in contention for the win until the fifth section, where he was held up by a rider in a mud bog, costing him nearly 45 seconds.

After a slow start, Buttrick came on strong at the midway point of the race, but it was his consistency that put him in the runner-up position, having posted the second-fastest time on three different occasions.

"I knew everyone was going to be close today, and I knew it was going take a mistake-free ride, but it took me a while to get going," said Buttrick. "It took a lot of getting used to in this terrain, but I'm glad to come away with a second. I had a few little crashes in the last section that kept me from gaining any on Mullins, but he was really riding well."

Also getting a slow start was factory Husaberg rider Michael Lafferty, who was as far down as sixth during the early going. The



Charlie Mullins is turning into this year's force to be reckoned with at the National Enduros. With two wins so far, he's attracting the most attention in 2010, though he now sits in fourth for points. Below: Cory Buttrick, hot from the GNCC series, nabbed second place in Texas.



eight-time national champ turned it on at the finish, however, winning the last test, which put him on the final step of the podium.

"I was slow off the start—I don't know why. I thought my times were okay but it turned out they were not up to par with everyone else. Charlie's definitely got a lot more speed going on than the rest of us right now," said Lafferty. "I just kept plugging along and I think it was a matter of me still getting used to the 'Berg. It just took me a little while to get moving and once the sections got a little longer in the last part of the race, then I really felt a lot better and I came around. This place out here is tough, and you just have to salvage all you can get and keep digging."

Lafferty's tenacity paid off in the championship title chase, since defending champ Russell Bobbitt, who came into the Texas race with the series points lead, finished the day in fifth, relinquishing the lead to Lafferty. It also helped that fellow Husaberg rider Nick Fahringer finished in fourth, putting himself between Lafferty and Bobbitt.

Bobbitt ended the day in fifth, his worst finish of the year.

"I rode okay in most of the tests except the fourth one," said Bobbitt.



Mike Lafferty switched to a 450 Husaberg from the 390 he started the year with, and is now approaching his stride for the season. His podium finish in Texas helped raise him to the top of the points, trying for a record ninth national championship.

"It had a lot of really flat turns and it was twisty and I just couldn't carry a good pace. I made some mistakes. The Rambo section ate me alive, too. I had a stick knock me off the bike and I got pretty scraped up."

"This is a change from what we normally ride and it's a good test, it's just not my forte," added Bobbitt.

With four of the ten rounds complete, Lafferty holds a three-point lead over Bobbitt (90 to 87), with Buttrick in third at 80 points. Mullins (78) and Fahringer (70) round out the top five.

O/A: 1. Charlie Mullins (Yam); 2. Cory Buttrick (KTM); 3. Michael Lafferty (Hsb); 4. Nick Fahringer (Hsb); 5. Russell Bobbitt (KTM); 6. Glenn Kearney (Hus); 7. Cole Kirkpatrick (KTM); 8. Andrew DeLong (KTM); 9. Josh Gaitten (KTM); 10. Cameron Kirkpatrick (KTM).

Standings after 4 rounds of 10 rounds): 1. Michael Lafferty (90/1 win); 2. Russell Bobbitt (87); 3. Cory Buttrick (80/1 win); 4. Charlie Mullins (78/2 wins); 5. Nick Fahringer (70); 6. Glenn Kearney (61); 7. Cole Kirkpatrick (48); 8. Brad Bakken (47); 9. Andrew DeLong (40); 10. Josh Gaitten (36). ↑

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“CRAZY JAKE” FISCHER

A (crazy) life on dirt bikes!

I was sittin’ on this glass bottom boat in the Bahamas and this guy next to me asks, “Where ya from?” I says Butler, PA. The guy says ‘The only thing I know in Butler, PA, is that there is a building there with a motorcycle on the roof.’ I said, You gotta be kiddin’, that’s my place!”

The man who put the bike there is Jake Fischer, his place is Fischer’s Competition Cycle. The motorcycle-topped building is a landmark to anyone traveling on State Route 8 about five miles south of Butler, PA. From the road the building looks empty. In fact the upstairs is vacant except for a few old (but meticulously restored) motorcycles on an empty floor. It is available for rent if anyone is interested. But for those who know, just pull around back and go through the main door sporting stickers from an era of Bassani and Hooker pipes, Buco helmets and High Point boots, and you will enter Jake’s place. Jake, also known as Crazy Jake Fischer, is a western PA motorcycle icon; a wiry guy with boundless energy and a knack for story telling.

Jake began his motorcycle career as a 14 year old in 1952. He paid \$50 for a 1936 Indian Chief from a local police department. He didn’t know anything about motorcycles, and worked diligently to get it running, but it had no spark. He saw a wire coming out of the engine and figured that is where the spark would originate. He took a cover off and found that the points were loose. He fixed it with a rubber band and a chewing gum foil wrapper. That began Jake’s mechanical motorcycle savvy, which would bring several pristine restorations back from the salvage heaps.

His second bike was 1947 Vincent Rapide HRD. He says that he got tired of pushing the Indian so he paid \$100 for the Vincent he calls a “plumber’s nightmare.” Plus, being “Crazy” Jake, he always had an affinity for riding something more unusual, hence the Vincents and Greeves in later years.

He began racing in all venues; drags, scram-

bles and enduros. Some of his best stories are about racing his nitro-enhanced Vincent at the drag strips.



“Crazy Jake” Fischer, with one of his old Huskys and in his shop.



He qualified and was invited by Husqvarna to ride the 1972 Six Days in Czechoslovakia. He was a fast, open class rider who rode stroked-out 400cc bikes, but the only ride Husky would give him was a 175cc. He says, “I didn’t want it, it was like a toy!” But he accepted Husky’s invitation and took the offer to ride the 175. Jake was on gold when the bike’s single piston ring started to fail, and the engine was losing power. He could see the finish line, hear the

bikes in the distance and knew that all he had to do was get to the finish. He was near a farm house and asked the farmer if he could help him get his bike to the finish a mile or two away. Somewhere between Jake’s thick Pittsburgh accent and the farmer speaking Czech they finally communicated enough to get the bike loaded on an ox cart. The cart started to move, albeit very slowly towards the finish. Somewhere short of the finish line they came to a stop. Jake could still hear the bikes in the distance and asked the farmer why they had to stop. The farmer said he had to feed the ox! That is why Jake ended up with a silver instead of a gold medal. But getting the silver was worth the “ox and the cart” story 36 years later.

In 1973 Jake qualified for the ISDT in Dalton, Mass. He was aboard his trusty 400cc Husky. Jake said it was just about idling through the course. But on the fourth day he hit a Volkswagen car broadside and went over an embankment separating his shoulder. He popped his shoulder back into place and decided to finish the fourth day.

He then thought “Heck, I only had two days left, so I may as well finish.” Finish he did, winning a gold with a dislocated shoulder.

Jake says that the ISDT was a great experience but he liked the local enduros better. “It was something the whole family could do together. Go out for a weekend and be back home Sunday.”

Fischer Competition Cycle began when Jake became a sub dealer for Triumphs, BSA, Cotton and Greeves. In later years he was a sub dealer for Bohn Cycle Sales in Pittsburgh, obtaining Penton and Husky. As dealers went out of business Jake bought their inventories and parts. “I saw that a lot of dealers weren’t dedicated to the brand, they were just selling something that was hot at the time,” says Jake. “Those bikes are a part of a sport that I liked.” He knew that people would need parts to rebuild those bikes after the dealers go out of

business. Jake’s friends told him in the 1960s that they should have bought and stockpiled 1955-1957 Ford Thunderbird parts. In hindsight Jake says that if he bought those parts he would be a millionaire.

One day in 1979 Jack Penton, of the Penton motorcycle family, called Jake. KTM was absorbing the Penton brand and Jack wanted to know if Jake was interested in some Penton parts. “Jack said to bring a big truck. I thought, holy cow, I’m going to get 50 dealer’s worth of parts at once! I couldn’t turn it down!” stated the always animated Jake.

Included in the inventory were about 300 unlaced rims, both front and rear. Jake stacked the 21 inch rims over the 18 inchers and they covered his whole floor. One day a guy stopped by looking for junk and Jake said to take all of the rims stacked on his upstairs floor. Readers, when you finish crying imagining what 300 Akron, Radelli and Sun rims looked like driving to the scrap yard, you will be relieved to know that Jake kept some of those rims... so you can put away the Kleenex.

Today Jake’s place is the man cave of motorcycle man caves. Once through the multi stickered door, any vintage enthusiast will go into visual overload and the past will flash by their eyes. There are new Penton and Husky steel gas tanks, shifters and levers. 1950s riding leathers, a show case of memorabilia including FIM medals, enduro watch holders, a Visor Vu helmet visor with the little mirrors on the corners, pictures of friends and motorcycles. Triumph shop manuals, Preston Petty fenders, Husky forks and yes there are some new rims left on the shelf. This is just the front room. In the back there are pistons and sprockets that will fit about any dirt bike from the ‘60s and ‘70s. If they don’t fit, Jake can find or make you one that will! His work shop area is organized and very well stocked with specialty tools, hones, and spray cans of various paints, lubricants and oils. On the rack today is a 350 Hercules that he is rebuilding. Jake completed a pristine motocross version earlier in the year and is restoring an enduro version to complement it. Further back in the shop is his ice racing Husky, several skeleton-like frames, tanks and wheels from ‘60s and ‘70s vintage bikes. Complete engines, Husky, Sachs and even Saxonettes, which are “baby” automatic Sachs.

I once asked Jake how the heck he kept track of all the parts. He said, “If I don’t know what it is, I’ll make it fit something!”

During the first week of October 2009, I had the pleasure of attending the Leroy Winters ISDT Reunion Ride, which Jake also attended. Each year at the event, the Winters family presents an award to one who can be best described as Friend of the Six Days and the Reunion Ride for their contributions to the sport. I happened to be at the same table as Jake when they called his name as recipient of the award. For one of the few times in his life, Jake was speechless. He is truly deserving of the

award and appreciates it immensely. In fact I stopped by his shop the Monday after the Reunion and the award already found a place front and center on Jake’s wall.

So anytime you are on the road between Butler and Pittsburgh, PA, stop by the “vacant” building with the old CZ motorcycle on the roof. Jake’s hours nowadays are usually Sundays but not too early because he will still

be at the local flea market looking for socks for a \$1 a bundle, or a cash register from the 1940s. But don’t come too late, because he may be golfing or fishing. Yes, even 40 years later it is still hard to keep up with Crazy Jake.

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Death in the Family

Recently, a friend sent me a photocopy of an obituary carried by the New York Times about Harry Hurt's death. It was a long obituary and getting this much attention by this newspaper has to be a genuine mark of greatness.

All of us, me especially, owe a debt of gratitude for the research of professor Harry Hurt and the development work he has done in helmet safety research. And he did this at the time when, if it looked like a helmet would be safe, then it probably was not.

Definitely NOT!

Harry Hurt tried to investigate every single motorcycle fatality in the entire state of California and determine the value of the helmet in saving a life or, hard as it is to imagine, aiding in some poor soul's death. Hard to imagine now, but some of the early helmets would break into two halves if dropped, and Harry and his staff proved that a helmet's price tag had nothing to do with the safety factor.

Using applied technology, Harry instigated scientific methods of testing helmets that soon became industry standards. He was finally satisfied when he developed a helmet liner a half-inch thick that could stop an egg dropped ten feet without breaking. And it wasn't easy to convince helmet manufacturers to come up to Hurt standards until Harry pushed legislation forbidding sale of the junk not meeting his much-improved standards.

Sadly, at the time there were helmets being sold that were lined with solid cork and others, far more comfortable, lined with soft foam rubber. Neither one could pass the dropped egg test. Hurt's research proved that too-solid helmet lining was as lethal as too soft. His scientific approach was, I think, based on the RATE of deceleration designed into the helmet.

California has always been on the leading edge with laws to protect its citizenry and, like it or not, forced auto companies to adopt California pollution standards if they had any intention of selling autos in the state.

The human skull appears to provide wonderful protection to the very soft brain tissue inside. The brain, however, is basically an electrical device, and its complications are unimaginable. Many of us have met retired prize fighters who are descending into the not medically accurate description, caused by repeated blows to the head, of becoming "punchy."

One well known fighter seemed destined to become quite an on-the-fly poet with his accurate, and very funny, observations in verse. Watching him today valiantly attempting to put together a single lucid sentence saddens all the man's previous admirers.

My first motorcycle helmet was a solid leather piece of football equipment of some

age. Anyone who has seen the recent film *Leatherheads*, with George Clooney, saw these helmets in action.

My second helmet, which I ordered after reading a helmet test article in the old, very old, *Cycle* magazine, was a rather expensive Bell brand. Very likely it was the one I was wearing in the story following.

If my memory serves me on this, and it's been working quite well lately, the first football teams outfitted with modern helmets were the service teams of the Army and Navy Academies.

My personal connection with Harry Hurt was the result of a very dumb enduro move. At a New Jersey event I suddenly felt the uneasiness that comes when you get the feeling that you missed a turn. Seeing fresh tire tracks on the trail ahead can mean different things, one of which is that there are other dummies out here who also missed a turn before this dirt road showed up. Rolling across deep tire tracks where riders made desperate 'U' turns can be a major clue that all is not well regarding your present direction of travel.

It is a major mistake to go back on ANY trail during an enduro, because meeting a trail filled with riders coming the other way is sometimes not as much fun as it sounds. I resolved to turn left into the woods and bushwhack back until I recovered the main trail. The road we were on was sunken two feet below the forest floor, a simple climb with the 600cc single cylinder four-stroke thumper I was riding. With just the shortest burst of throttle the machine climbed up out of the sunken road and to my surprise and consternation, continued UP with the front tire firmly planted on a fire-deadened pine tree trunk.

Not good!

Not wishing to have the four-hundred pounds of iron come back in a loop and pin me to the ground, I let loose and fell backwards closing the throttle as I departed. The vertical fall of my head I estimate was six or seven feet. If I had landed on the dirt road I might have laughed it off and come up smiling. I was definitely in a BAD LUCK zone and the back of my helmet impacted on an exposed tree root on the surface of the dirt road. I had been knocked unconscious.

Apparently I came to looking up at Bill Gier,

seated on his motorcycle asking if I was alright. I thought I was and got up, finished the event, loaded everything into my van and drove home.

Next day I realized that I had no memory at all of the forty miles I had ridden after the fall, and I phoned some friends I knew who had been working some of the checkpoints I'd gone through. All of them said I had not seemed

anything out of normal, just my usual complaining of the checkpoint's bogus time and mileage guesses. Later that day I had to total some bills and discovered that the multiplication tables I had committed to memory so long ago were missing the progression on the number three.

Three, six, nine, twelve, thirteen, eighteen and so-on, completely GONE.

I've had to relearn the damn things, same as I did in second grade grammar school. Troubling to be sure, but basically harmless.

Somewhere I had learned that the Hurt group would, without charge, test the amount of compression on any crashed helmet and report their findings. I sent my helmet to them the following weekend.

In time, the helmet was returned bearing an oval sticker that claimed I now was a member of the SAVED BY THE HELMET CLUB, along with a written statement that, without the helmet that rear impact would almost certainly have put my lights out for all time.

So, Harry Hurt, from a fellow who got up from that dirt road in New Jersey, THANKS, YOU DID GOOD!

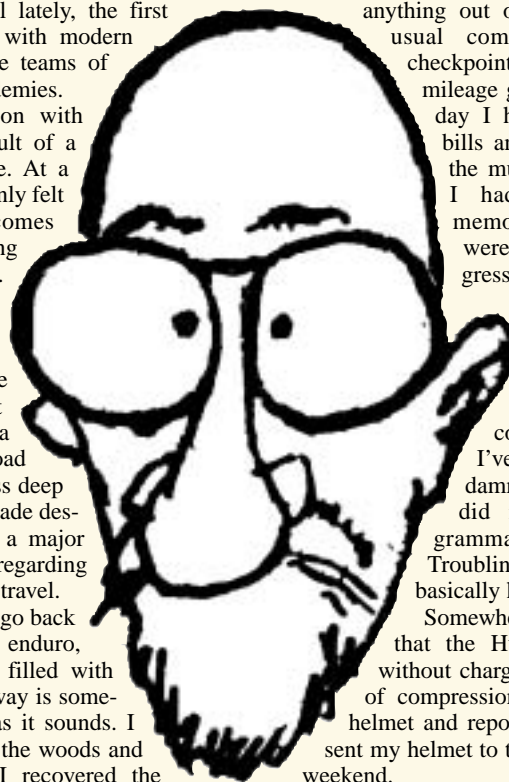
May Blessed Mary shed her grace on you and help with your latest research...

Now, I wonder if that old leather helmet of mine somehow found its way to the *Leatherheads* movie production unit.

It sure looked like the lovely George Clooney was wearing it on the left profile shots.

—Ed Hertfelder

For a copy of Hertfelder's latest book, *80.4 Finish Check*, send check for \$29.95/post paid, with preferred inscription, to Ed Hertfelder, P.O. Box 17564, Tucson, AZ 85731. ↑



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